



BROMSGROVE DISTRICT COUNCIL

MEETING OF THE CABINET

WEDNESDAY 10TH JULY 2019
AT 6.00 P.M.

PARKSIDE SUITE - PARKSIDE

MEMBERS: Councillors K.J. May (Leader), G. N. Denaro (Deputy Leader),
A. D. Kent, M. A. Sherrey, P.L. Thomas and S. A. Webb

AGENDA

1. To receive apologies for absence
2. Declarations of Interest

To invite Councillors to declare any Disclosable Pecuniary Interests or Other Disclosable Interests they may have in items on the agenda, and to confirm the nature of those interests.
3. To confirm the accuracy of the minutes of the meeting of the Cabinet held on 12th June 2019 (Pages 1 - 6)
4. Minutes of the meeting of the Overview and Scrutiny Board held on 10th June 2019 (Pages 7 - 16)
 - (a) To receive and note the minutes
 - (b) To consider any recommendations contained within the minutes
5. Canal Conservation Area Appraisal and Management Plan (Pages 17 - 126)
6. Foxlydiate Arms - Asset of Community Value Report (Pages 127 - 150)
7. Active Kitchen Report (Pages 151 - 164)
8. Civil Penalties Report (Pages 165 - 180)

9. BDC Low Emission Vehicle Strategy (Pages 181 - 228)
10. Finance Outturn 2018/19 and Reserves (Pages 229 - 246)
11. Statement of Accounts Delegation - (to follow)
12. To consider any other business, details of which have been notified to the Head of Legal, Equalities and Democratic Services prior to the commencement of the meeting and which the Chairman, by reason of special circumstances, considers to be of so urgent a nature that it cannot wait until the next meeting

K. DICKS
Chief Executive

Parkside
Market Street
BROMSGROVE
Worcestershire
B61 8DA

2nd July 2019

BROMSGROVE DISTRICT COUNCIL

MEETING OF THE CABINET

12TH JUNE 2019, AT 6.00 P.M.

PRESENT: Councillors K.J. May (Leader), G. N. Denaro (Deputy Leader), A. D. Kent, M. A. Sherrey, P.L. Thomas and S. A. Webb

Observers: Councillor M. Thompson

Officers: Mr. M. Dunphy, Ms. C. Flanagan, Mrs. S. Hanley, Ms. J. Pickering, Ms. A. Scarce and Mrs. R. Green

1/19 **APOLOGIES**

There were no apologies for absence.

2/19 **DECLARATIONS OF INTEREST**

There were no declarations of interest.

3/19 **TO CONFIRM THE ACCURACY OF THE MINUTES OF THE MEETING OF THE CABINET HELD ON 10TH APRIL 2019**

The minutes of the Cabinet meeting held on 10th April 2019 were submitted.

RESOLVED that the minutes of the Cabinet meeting held on 10th April 2019 be approved as a correct record.

4/19 **MINUTES OF THE MEETING OF THE OVERVIEW AND SCRUTINY BOARD HELD ON 8TH APRIL 2019**

The Leader thanked Councillor M. Thompson, for attending the meeting to present the Overview and Scrutiny Board minutes.

Councillor Thompson advised that the only recommendations within the minutes were those included in the Transport Planning Review Report which was a separate item on the Cabinet agenda.

RESOLVED that the minutes of the Overview and Scrutiny Board meeting held on 8th April be noted.

5/19 **OVERVIEW & SCRUTINY BOARD - TRANSPORT PLANNING REVIEW FINAL REPORT**

Councillor M. Thompson, as Chairman of the Overview and Scrutiny Board, presented the report and drew Members attention to the timeline on page 35 of the agenda, which documented the circumstances which had brought the Board to carry out this investigation. The subsequent recommendations were detailed on pages 18 and 19 of the agenda. Councillor Thompson advised that he had not been heavily involved in the investigation and suggested that Councillors P. Thomas and S. Webb, who had been Members of the Board at the time of the investigation, may be better placed to comment further.

Councillors Thomas and Webb agreed that the report gave a good reflection of the investigation and discussions which took place.

The Leader thanked Councillor Thompson for his attendance and confirmed that the report would be given full consideration at the Council meeting to be held on 26th June.

6/19

HIGH QUALITY DESIGN - SUPPLEMENTARY PLANNING DOCUMENTATION

Councillor A. Kent, Portfolio Holder for Planning and Regulatory Services, introduced the report and in so doing commented that, in view of developments in respect of solar panelling and climate change elements, he would like to see a bigger emphasis on those areas within the document.

The Strategic Planning and Conservation Manager responded that this document concentrated more on the design element and that those areas may be better placed within an additional Supplementary Planning Document (SPD) at a future date, which could also include any legislative changes that may come forward. However, Members were asked to note that an SPD could only include supplementary information and not a new policy. Officers would therefore look at how reference to the areas discussed could be strengthened. In the meantime, this policy needed to be adopted.

Councillor Kent confirmed that he would arrange to meet with Officers to discuss these additional areas as soon as possible. He also commented that the responses to the consultation were appreciated and asked whether this was fed back to the respondents. The Strategic Planning and Conservation Manager advised that the responses were made public through the website.

RESOLVED that the Consultation Comments and Officer Responses' table made in response to consultation on the draft High Quality Design SPD, and the actions proposed by strategic planning officers to make subsequent revisions to the SPD, be noted.

RECOMMENDED that Full Council adopts the revised version of the High Quality Design SPD as detailed in Appendix 1 of the report.

7/19

STATEMENT OF COMMON GROUND - APPROACH TO AGREEMENT WITH LOCAL AUTHORITIES

Members were advised that this was a statutory document and the Strategic Planning and Conservation Manager explained that essentially this was a procedural requirement, formalising the Duty to Co-Operate and introduced a more formal process in respect of discussions which needed to be held between authorities. Members were assured that should there be anything significant in these discussions, requiring Member input, the matter would be brought to full Council and provided examples of the different circumstances that might arise.

The key items in the framework were highlighted with particular reference being made to; (b) the key strategic matters being addressed by the statement, for example meeting the housing need for the area, air quality etc., (e) if applicable the housing requirements in any adopted and (if known) emerging strategic policies relevant to housing within the area covered by the statement and (f) distribution of needs in the area as agreed through the plan-making process, or the process for agreeing the distribution of need (including unmet need) across the area. If none of these were involved and there were no likely issues to get through the process, then the delegation would be used. Such matters would then be reported back through an annual monitoring report.

RESOLVED that officer attendance is required at DtC/SoCG meetings where cross boundary issues and draft SoCG agreements are discussed and prepared, be noted.

RECOMMENDED:

- a) that Council delegate to the Leader and Portfolio Holder for Planning authority to sign off all relevant SoCG where cross boundary growth is not included; and
- b) that all SoCG which include agreements on cross boundary housing, employment or other development needs or any other development needs or any other key planning issue are reported to Council for consideration prior to signing.

8/19

CORPORATE PERFORMANCE REPORT - HELP ME BE FINANCIALLY INDEPENDENT

The Executive Director, Finance and Resources, introduced the report and highlighted a number of area for Members attention, this included:

- Supporting residents to reduce levels of individual debt and the work of the Financial Inclusion Team.
- Debt was the highest reason recorded as to why cases were referred to that team, and the cause of debt.

- Supporting communities during changes to welfare and benefits and issues around the Benefits service not dealing with benefit claims in a timely manner.
- Work carried out with the DWP to address the problems identified and the improvements that have been made.
- Implications of Universal Credit – it was anticipated that there would be less impact due to the older and more stable working population in the district.
- Those claiming ELF due to a delay in benefits had fallen significantly to align with the improvements made to speed up the processing time.
- Applications for ELF and reasons for application and the three key reasons for making a claim for ELF.
- The affordability ratio in respect of purchasing housing on the open market and the need to address this.
- Areas for future focus, including fuel poverty and affordable homes.

Councillor G. Denaro, Portfolio Holder for Finance and Enabling confirmed that the Executive Director, Finance and Resources had covered all the relevant points and that there were some interesting statistics to be considered.

Members discussed the possibility of promoting and raising awareness to residents regarding the benefits which were available to them, in particular the pension credit. The Executive Director, Finance and Resources confirmed that a further meeting was due to take place with the DWP and that this was something which could be discussed with them. The Leader requested that this was also placed on the agenda for the next Leader's Group meeting.

RESOLVED that the content of the Performance Report 'Help me be financially independent' and associated appendix be noted.

9/19

CORPORATE PERFORMANCE REPORT - HELP ME RUN A SUCCESSFUL BUSINESS

In the absence of the Chief Executive, the Deputy Chief Executive presented the report for Members' consideration and in so doing highlighted the following areas:

- The seven Bromsgrove District Centre covered by the Centres Strategy for 2017-2020.
- The themed outcomes of the Strategy and how the Council measured success and impact.
- The work of the Town Centres Manager and the relationships she has established with parish councils, business and local communities in developing local initiatives.

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12th June 2019

- The expression of interest for funding from Central Government which had recently been applied for, the outcome of which was expected in September.
- Two key strategic studies which were being undertaken in Bromsgrove Town Centre.
- Data provided following the Community Panel survey which had been carried out – it was confirmed that full details of this would be provided in due course.
- Encouraging local business and inward investment – the support provided by NWedR and funding provided to them.
- Improving connectivity within Bromsgrove (Digital and Transport) - key priorities including infrastructure and night time economy.

Members were advised that the report also included, as had been previously agreed, corporate sickness data on a bi-monthly basis. The Deputy Chief Executive advised Members that work had been done to support managers and officers in all services to ensure the process was consistent throughout.

Following presentation of the report Members the Leader confirmed that the Bromsgrove Centres Strategy would be reviewed and she was keen for it to be widened to include other areas such as Aston Fields. It was clear from the views of the survey undertaken with the Community Panel that the Council was working in the right direction and need to push forward with the Strategic Transport Assessment for the north of the County which would help address a number of issues.

Councillor Denaro commented that in respect of the sickness data it had been confirmed that the increase in long term absence had been due to 2 long term absences which had now been resolved and that the short term absences were predominantly in one area and this was being addressed.

Members questioned the make-up of the Community Panel and the Policy Manager explained that it was made up of around 200 people from a cross- section of the community, although it was hoped that this would be developed further and be more representative in future. The next survey would be in September 2019. It was suggested that Members could be involved in the promotion and distribution of the survey. It was confirmed that support from Members would be greatly appreciated.

Members also discussed the small businesses that had been set up and whilst this was encouraged, concerns were raised in respect of there being limited opportunities for such businesses to develop further. It was therefore important to ensure that this was addressed to ensure that those businesses did not move out of the District.

RESOLVED that the contents of the report and associated appendix in respect of the Corporate Performance Report 'Help me run a successful business' be noted.

10/19

OUTSIDE BODIES BY OFFICE (EXECUTIVE APPOINTMENTS)

Members considered a report in respect of appointments and nominations to a number of Outside Bodies, some of which were for executive functions and were made by the Cabinet.

RESOLVED that the appointments to outside bodies listed in appendix 1 be agreed.

The meeting closed at 6.40 p.m.

Chairman

BROMSGROVE DISTRICT COUNCIL

MEETING OF THE OVERVIEW AND SCRUTINY BOARD

10TH JUNE 2019, AT 6.00 P.M.

PRESENT: Councillors M. Thompson (Chairman), J. Till (Vice-Chairman),
A. J. B. Beaumont, S. R. Colella, R. J. Deeming, S. P. Douglas, M. Glass,
C.A. Hotham, R. J. Hunter, A. D. Kriss and M. Middleton

Observers: Councillor G. N. Denaro and Councillor K. J. May

Officers: Ms. J. Pickering, Ms J. Heyes, Mr J. Smith, Ms. A. Scarce and
Ms. J. Bayley

1/19

ELECTION OF CHAIRMAN

During consideration of this item Councillor C. A. Hotham proposed that there should be a secret ballot to elect the Chairman of the Board, in line with proposals detailed in the Overview and Scrutiny guidance that was published by the Department of Housing, Communities and Local Government in May 2019 and which was due for consideration at agenda item 11 of the agenda (Minute No. 11/19). Members were advised that at present the Chairman of the Overview and Scrutiny Board was elected through an open ballot of the members of the Board. Any change to the arrangements for electing the Chairman of the Board would have implications for the election of the Chairmen of other Committees at the Council, as a consistent approach was currently applied. Furthermore, Members needed to give consideration to the various different ways in which a Chairman could be appointed to a Committee and it was noted that for example at Redditch Borough Council the Chair of the Overview and Scrutiny Committee was appointed at the annual Council meeting. In this context, any changes to the process for electing a Chairman would need to be considered further by the Constitution Review Working Group (CRWG).

Nominations for the position of Chairman were received in respect of Councillors S. R. Colella and M. Thompson. On being put to the vote a majority of Members on the Board agreed that Councillor Thompson should be appointed Chairman.

RESOLVED that Councillor M. Thompson be appointed as Chairman of the Board for the ensuing municipal year.

2/19

ELECTION OF VICE CHAIRMAN

A nomination for the position of Vice Chairman of the Board was received in respect of Councillor J. Till.

RESOLVED that Councillor J. Till be appointed Vice Chairman of the Board for the ensuing municipal year.

3/19

APOLOGIES FOR ABSENCE AND NAMED SUBSTITUTES

An apology for absence was received on behalf of Councillor C. J. Spencer and it was confirmed that Councillor M. Middleton was attending as her substitute.

4/19

DECLARATIONS OF INTEREST AND WHIPPING ARRANGEMENTS

There were no declarations of interest nor of any whipping arrangements.

5/19

MINUTES

The minutes of the meeting of the Overview and Scrutiny Board held on 8th April 2019 were submitted for Members' consideration.

RESOLVED that the minutes of the meeting of the Overview and Scrutiny Board held on 8th April 2019 be approved as an accurate record.

6/19

BROMSGROVE MARKET - UPDATE

The Markets Manager delivered a presentation in respect of Bromsgrove market and changes that had been made to the market since the Council reintroduced in-house service delivery in June 2018 (Appendix 1). Following the delivery of the presentation Councillor K. May, as the Portfolio Holder for Economic Development, the Town Centre and Strategic Partnerships, extended her thanks to the Market Manager and his team for their hard work over the previous 12 months. During this time progress had been made and the themed markets and successful Christmas market were welcomed as an asset to the town.

Members subsequently discussed the market in some detail and in doing so considered the following points:

- The geographical remit of the Market Manager's team. Members were advised that the team worked within the market in Bromsgrove town centre and not with markets in other parts of the district. This was the market that had previously been managed by an external company on behalf of the Council.
- The availability of parking for market traders and the potential for free parking spaces to be provided. Members were advised that market traders were not treated any differently to anybody else when it came to parking.

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Overview and Scrutiny Board
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- The availability of incentives to encourage market traders to continue to trade in Bromsgrove. The Board was informed that there were a number of incentives offered to market traders, including holiday entitlement.
- The 80 per cent occupancy in the market and how this compared to markets in other parts of the country. Members were advised that the occupancy levels for Bromsgrove market were in the highest quartile nationally, though the Council continued to aspire for an increase in occupancy levels over time.
- The budgetary position for the market. Members were advised that there had been a surplus generated for the market but this had been slightly less than anticipated in the budget for the Council. On an annual basis officers would continue to review the budget for the market and would adjust it to reflect the income from the market moving forward.
- The origins of the market traders and the potential to support local businesses. Members were informed that the Love Your Market campaign would be taking place in 2020 to help promote the market locally.
- The areas covered by the expenditure detailed in the presentation. The Market Manager confirmed that this covered staffing costs, business rates and administrative costs.
- The set up costs involved in bringing management of the market back in house. The Executive Director of Finance and Corporate Resources agreed to report back to Members on this figure.
- The extent to which the Council had recovered funds from the previous external company that had managed the service on the Council's behalf. Members were advised that there had been full recovery of the debt.
- The arrangements in place to fund the repair and maintenance programme for the market. Members were advised that Officers were working to produce a three year repair and maintenance plan. This would need to be submitted for the consideration of the Council through the usual process.
- The reasons for the higher level of rental income from the market in April. The Board was advised that the rent was paid on a Tuesday by regular market traders and there had been five rather than the average four Tuesdays in April.
- The forthcoming special events due to take place in the market area. Members were informed that there would be a Volunteers' Day on 18th June when approximately 15 Voluntary and Community Sector (VCS) organisations would have an opportunity to showcase their work. The market would also be involved in all of the festivals and events taking place in Bromsgrove in 2019.
- The forthcoming visit of Digbeth Dining Club to the town.

At the end of the discussions Members agreed that it would be helpful for the Board to receive a further update in respect of the market in 12 months' time.

RESOLVED that the update in respect of Bromsgrove market be noted.

7/19

FINANCE AND BUDGET WORKING GROUP - MEMBERSHIP REPORT

Members were advised that the membership of the Finance and Budget Working Group, including the Chairman, needed to be appointed. The Chairman of the group had traditionally been the Chairman of the Overview and Scrutiny Board. Members agreed that this arrangement should continue in 2019/20. Five additional members of the Board confirmed that they would be interested in serving on the working group in 2019/20.

During consideration of this item Members also discussed the terms of reference for the Finance and Budget Working Group. These had originally been agreed in 2016 and Members were invited to consider whether any amendments were required to reflect changes at the Council since that time. Members agreed that the terms of reference should be amended to enable the group to consider business cases in respect of investment opportunities identified by the Council. In addition, the Executive Director of Finance and Corporate Resources suggested that reference to the Section 11 recommendations should be removed from the terms of reference as these no longer applied to the Council.

RESOLVED that

- (a) Councillor M. Thompson be appointed Chairman of the Finance and Budget Working Group for the ensuing municipal year;
- (b) Councillors S. R. Colella, S. P. Douglas, C. A. Hotham, A. D. Kriss and J. Till also be appointed to serve on the Finance and Budget Working Group for the ensuing municipal year; and
- (c) Subject to the amendments detailed in the preamble above, the terms of reference for the Finance and Budget Working Group be approved.

8/19

CORPORATE PERFORMANCE WORKING GROUP - MEMBERSHIP REPORT

The Board was advised that the membership of the Corporate Performance Working Group, including the Chairman of the group, needed to be confirmed. Historically the Vice Chairman of the Overview and Scrutiny Board had been the Chairman of this working group. However, Councillor J. Till confirmed that she did not want to take on this role. Three Councillors were suggested as members of this group and Members agreed that Councillor M. Glass should be the Chairman of the group. The terms of reference for the Corporate Performance Working Group had been amended in 2018 and no further changes were suggested during the meeting.

RESOLVED that

- (a) Councillor M. Glass be appointed Chairman of the Corporate Performance Working Group for the ensuing municipal year;
- (b) Councillors A. J. B. Beaumont and C. J. Spencer also be appointed to serve on the Corporate Performance Working Group during the ensuing municipal year; and
- (c) The terms of reference for the Corporate Performance Working Group be approved.

9/19

TASK GROUP UPDATES

Members considered whether to continue with two Task Groups and a Short Sharp Review that had been approved by the Overview and Scrutiny Board in the 2018/19 municipal year. Each of these reviews was discussed in turn:

(a) Bromsgrove Sporting Football Club Task Group

Members noted that the Bromsgrove Sporting Football Club Task Group had not yet had a meeting. In 2018/19 Councillors C. A. Hotham, R. Jenkins, R. J. Laight, M. Thompson and S. Webb had been appointed to the group. Councillors Laight and Webb could no longer serve on the group as they had been appointed Chairman of the Council and a Portfolio Holder on the Cabinet respectively. Members concurred that it would be easier to complete the review quickly if only Board Members were appointed to this group.

The Board discussed the scope of the review. It was suggested that this could be expanded to take account of the success of Alvechurch Football Club and some local rugby clubs. However, Members noted that the focus of the review had been on the rent paid by Bromsgrove Sporting Football Club and the work it did in the community, and therefore it would not be appropriate to extend this review to look at the success of other local sports clubs.

The group had not met in 2018/19 as it had proved difficult to identify a date when all Members would be available. However, it was suggested that Members had a responsibility to make themselves available if they chose to serve on a Task Group.

The potential to review the subject at a series of Board meetings, rather than through a Task Group exercise was briefly discussed. It was suggested that the Legal Department could be invited to present an update in respect of the legal position at a Board meeting and this would help Members to clarify whether further investigation was required. However, Members also noted that a Task Group would be in a better position to review this subject in detail and could receive the update from the Legal Department at a meeting.

Members noted that the review could be completed in 2 or 3 meetings. However, Members agreed that should no meetings have taken place by August 2019 the Board would reconsider whether this review should take place.

(b) Business Rates Relief Short Sharp Review

Councillor Thompson reported that the Business Rates Relief Short Sharp Review had met twice. The review had been established following the referral of a Motion from Council on the subject of business rates relief to the Overview and Scrutiny Board. As the review had been launched as a result of a referral from Council Members concurred that this exercise should continue.

The Executive Director of Finance and Corporate Resources informed Members that the Council had been provided with funding to help businesses navigate the costs of the rise in business rates. Not all of this funding had been spent in 2018/19 and some had had to be returned to the Government. A similar amount of funding had been provided to the Council this year and the group could help Officers identify how to spend the balance of this funding both in 2019/20 and 2020/21.

The membership of the group was also considered. In 2018/19 Councillors S. R. Colella, M. Glass, R. J. Laight, P. McDonald, P. Thomas and S. Webb had been appointed to the review. Following Councillor Laight's appointment as Chairman of the Council and Councillors P. Thomas and S. Webb's appointments as Portfolio Holders on the Cabinet they could no longer serve on this group. Members agreed that to ensure the review was completed quickly Board Members should be appointed to serve on this group.

(c) WCC LTP4 Task Group

Councillor S. R. Colella, who had originally proposed that this review should take place, explained that the focus of the investigation was on Worcestershire County Council's Local Transport Plan 4 (LTP4). The LTP4 was an infrastructure investment plan for the county, but concerns had been raised about the planned investment in infrastructure within Bromsgrove district. Many strategic routes in the district had high levels of congestion and poor air quality and the Task Group could investigate the extent to which the LTP4 addressed these problems. The review would be focusing on an area that had implications both for the economic vibrancy of the district and for the health and wellbeing of local residents.

Questions were raised during the meeting about whether the review was still needed. Since the Overview and Scrutiny Board had agreed to establish this Task Group Worcestershire County Council had agreed to review a whole range of highways

infrastructure and traffic issues in Bromsgrove District. Concerns were raised that a scrutiny investigation of this subject could place that work and the development of positive working relationships between the county and district levels at risk. Furthermore, Members noted that many issues in respect of transport infrastructure had been raised in a review of transport planning which had been carried out by the Board and been concluded at the end of the previous municipal year. Members also noted that a Task Group review of this subject could report their findings to the team undertaking the strategic review of transport at Worcestershire County Council and the Group would also have the benefit of reporting local experiences and observations.

The Board noted that it had previously been agreed that only two Task Groups and / or Short Sharp Reviews should take place at any one time. The review of the LTP4 had not yet started as the reviews of Business Rates Relief and Bromsgrove Sporting Football Club were still taking place. In this context, Members agreed that the Strategic Planning and Conservation Manager and relevant officers from Worcestershire County Council should be invited to attend a forthcoming meeting of the Board to explain what stage had been reached with the strategic review of highways and the implications for the district. Based on this Members could then determine whether any further investigation of this subject was required.

In conclusion to the discussions about these Task Groups and the Short Sharp Review Members noted that it was important to complete scrutiny work that had been agreed in the previous municipal year to provide Members with time to focus on issues that had been identified in 2019/20. With this in mind the Board agreed that members of all of the Task Groups and the Short Sharp Review should commit to completing their investigations as soon as reasonably possible.

RESOLVED that

- (a) The Bromsgrove Sporting Football Club Task Group review should continue;
- (b) Councillors S. P. Douglas, C. A. Hotham, R. J. Hunter and M. Thompson should be appointed to the Bromsgrove Sporting Football Club Task Group;
- (c) Councillor R. Jenkins should remain a member of this group, subject to her agreement to continue to serve on the Bromsgrove Sporting Football Club Task Group;
- (d) The Business Rates Relief Short Sharp Review should continue;
- (e) Councillors S. R. Colella, M. Glass and M. Thompson should be appointed to the Business Rates Relief Short Sharp Review;
- (f) Councillor P. McDonald should remain a member of this group, subject to his agreement to continue to serve on the Business Rates Relief Short Sharp Review;

- (g) The Strategic Planning and Conservation Manager and relevant officers from Worcestershire County Council should be invited to attend a forthcoming meeting of the Board to explain the stage reached with the strategic review of highways and the implications for the district; and
- (h) The Overview and Scrutiny Board to reconsider whether the WCC LTP4 Task Group exercise should be launched after resolution (g) above has taken place.

10/19

WORCESTERSHIRE HEALTH OVERVIEW AND SCRUTINY COMMITTEE

Nominations were received for Councillors S. P. Douglas and J. Till to be appointed as the Council's representative on the Worcestershire Health Overview and Scrutiny Committee (HOSC). On being put to the vote a majority of Councillors agreed that Councillor Till should be appointed to this position.

RESOLVED that Councillor J. Till serve as the Council's representative on the Worcestershire Health Overview and Scrutiny Committee for the ensuing municipal year.

11/19

OVERVIEW AND SCRUTINY - SELECT COMMITTEE FINDINGS AND NEW GOVERNMENT GUIDANCE

Members were advised that new statutory guidance in respect of Overview and Scrutiny had been published by the Department of Housing, Communities and Local Government in May 2019. The Council was required to give due regard to the points raised in the guidance. Officers had reviewed the contents of the guidance and had found that Overview and Scrutiny in Bromsgrove already complied with the majority of the points detailed within the guidance. However, there were a few suggestions in the guidance that diverged from practice in Bromsgrove and Members needed to give consideration as to whether to amend local practices to correspond with those points in the guidance.

The Board discussed the guidance and in so doing noted that many Members who had been appointed to the Board in 2019/20 were newly elected and new to Overview and Scrutiny. To ensure that Members could make an informed decision in respect of the points arising from the guidance, the Board agreed to revisit this matter at a meeting later in the calendar year when Members would have more experience in Overview and Scrutiny.

RESOLVED that the statutory Overview and Scrutiny guidance, published in May 2019, should be reconsidered by the Overview and Scrutiny Board at a meeting later in 2019.

12/19

CABINET WORK PROGRAMME

Officers explained that during the Overview and Scrutiny training that was delivered on 5th June 2019 Members had identified a number of items on the Cabinet Work Programme that were considered suitable for pre-scrutiny. These ideas had been recorded and were circulated at the meeting for Members' consideration (Appendix 2). Members agreed that these items should be added to the Overview and Scrutiny Work Programme for consideration at the following meeting.

The Board also discussed the content of the Cabinet Work Programme and agreed that the following items should be subject to pre-scrutiny:

- Bromsgrove District Council's Low Emissions Vehicle Strategy.
- Bromsgrove Council Plan. There was a requirement in the constitution for Overview and Scrutiny to consider the Council Plan.
- Bromsgrove Enterprise Park

Members were advised that the Staff Bring Your Own Device policy had been withdrawn from the Cabinet Work Programme as had the National Waste Strategy and the Members' ICT Policy had been postponed. Whilst a number of items were recorded for consideration in July it was anticipated that a number of these items would be postponed.

The potential for the Overview and Scrutiny Board to pre-scrutinise the Bromsgrove Plan Review Local Development Scheme was briefly debated. Members noted that this was usually considered by the Strategic Planning Steering Group, which could be attended by all Members. It was therefore agreed that the item did not require pre-scrutiny.

RESOLVED that

- (a) The Overview and Scrutiny Board's Work Programme be updated to incorporate the items for pre-scrutiny identified during the Overview and Scrutiny training on 5th June 2019; and
- (b) The items identified for pre-scrutiny during the meeting, as detailed in the preamble above, be added to the Overview and Scrutiny Board's Work Programme.

13/19

OVERVIEW AND SCRUTINY BOARD WORK PROGRAMME

Officers explained that a number of items had been identified as potentially suitable for further scrutiny during the Overview and Scrutiny training held on 5th June 2019 (Appendix 3). Members agreed that these items should be added to the Overview and Scrutiny Board's Work Programme for Members' consideration at the following meeting of the Board.

RESOLVED that

Agenda Item 4

Overview and Scrutiny Board
10th June 2019

The Overview and Scrutiny Board's Work Programme be updated to incorporate the items for scrutiny identified during the Overview and Scrutiny training on 5th June 2019.

The meeting closed at 7.30 p.m.

Chairman

BROMSGROVE DISTRICT COUNCIL

Conservation Area Appraisal and Management Plan for Worcester and Birmingham Canal Conservation Area

Cabinet

10th July 2019

Conservation Area Appraisal and Management Plan for the Worcester and Birmingham Canal Conservation Area

Relevant Portfolio Holder	Cllr Adam Kent
Portfolio Holder Consulted	Yes
Relevant Head of Service	Ruth Bamford
Ward(s) Affected	All
Ward Councillor(s) Consulted	No
Non-Key Decision	Non Key

1. SUMMARY OF PROPOSALS

- 1.1 The Council has a statutory duty under s69(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to designate any areas which they consider to be of special architectural or historic interest as Conservation Areas. The Council has a further duty under s71(1) to formulate and prepare proposals for the preservation and enhancement of its Conservation Areas.
- 1.2 A Draft Conservation Area Appraisals has been prepared for the Worcester and Birmingham Canal Conservation Area. The character appraisal identifies the factors and features which make an area special, based on an in-depth assessment of an area's buildings, spaces, evolution and sense of place. The Conservation Management Plans provide a strategy for the management of the conservation areas in a way that will protect and enhance its character and appearance.

2. RECOMMENDATIONS

- 2.1 That the Cabinet supports the draft Worcester and Birmingham Canal Conservation Area Appraisal and Management Plan.
- 2.2 That the Cabinet approves a four week consultation process with local residents and other interested parties. The result of this consultation will be reported back to cabinet in due course.

3. KEY ISSUES

Financial Implications

- 3.1 The cost of producing and consulting on the Conservation Area Appraisal and Management Plan will be met by the existing Strategic Planning Team budget.

Legal Implications

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- 3.2 The Council has a statutory duty under s69(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to designate any areas which they consider to be of special architectural or historic interest as Conservation Areas. The Council has a further duty under s71(1) to formulate and prepare proposals for the preservation and enhancement of its Conservation Areas.

Service / Operational Implications

- 3.3 There is a statutory requirement under section 69 of the Planning Listed Buildings and Conservation Areas Act 1990, that Local Planning Authorities from time to time consider whether there are further parts of its area which should be designated as conservation areas. In addition the Council has a further duty under s71(1) to formulate and prepare proposals for the preservation and enhancement of its Conservation Areas.
- 3.4 The Character Appraisal identifies the factors and features which make a conservation area special, based on an in-depth assessment of an area's buildings, spaces, evolution and sense of place. The Management Plan then provides a strategy for the management of the conservation area in a way that will protect and enhance its character and appearance.
- 3.5 The Worcester and Birmingham Canal Conservation Area (CA) was originally designated in June 1987). The CA covers a 4.5 mile stretch of the Canal within Bromsgrove District from Tardebigge to Astwood Lane and the border with Wychavon District. For much of its length the CA is the width of the Canal and its towpath, but it does extend out at various points to incorporate areas largely connected to the Canal.
- 3.6 Construction of the Canal commenced in 1792 at the Birmingham end, and it was built in phases as funds permitted, finally arriving at Diglis Basin in 1815. The Tardebigge New Wharf was opened in 1811, after tunnelling through the rock from the Old Wharf. The land to the south of the 'new' Wharf drops away considerably and initially it was proposed to construct a lift. Finally it was decided to use locks, and a flight of 30, the longest in Britain, dropping the level of the Canal 220 feet over 2 miles to Stoke Prior. The tunnel at Tardebigge and this flight of locks were examples of 'heroic' canal construction where canals went against nature rather than around it, as the early 'pioneering' canals had done.
- 3.7 With the railway boom of the 1840s, canal revenues began to fal, this led to proposed mergers with other Canal and Railway companies, but it was not until 1873 that the W&B was merged with the Gloucester and Berkeley Canal Company and became the Sharpness New Docks Company or SND. The canals were still in commercial use until the Second World War, a fact highlighted in the book 'Narrowboat' by LTC Rolt, an account of travelling around the canals of the Midlands at the beginning of the War. Rolt together with Charles Hadfield and Robert Aickman formed the Inland Waterways Association (IWA) in 1946, the

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inaugural meeting being held at Tardebigge. The IWA campaigns for the preservation of Britain's waterways. BritishWaterways was set up in 1963 to run the canals, and this role has now been taken over by the Canals and Rivers Trust. The use of the canals for leisure purposes has flourished since the second half of the 20th Century.

- 3.8 The setting of the CA is predominantly rural with occasional views of Bromsgrove, along a greater part of the upper stretch of the canal there is a strong sense of enclosure, with views obscured by hedgerow. In contrast the section between Stoke Wharf and Stoke Works is more developed, although historically this was the location of the John Corbett Salt Works. Despite this the countryside feels close at hand. The Canal forms a continuous green corridor for its entire length, and is a haven for wildlife including ducks, swans and a heron, as well as being heavily stocked with fish.
- 3.9 Within the CA there is a high survival rate of original canal related structures including locks, bridges. Lock keepers cottages as well as the two main wharf complexes at Tardebigge and Stoke Prior. A significant number of buildings and structures within the CA are listed and many of the others are of local importance as they are tangible evidence of the historic workings of the Canal. The predominant building material is brick with some bridge copings and locks edges being finished in stone. The towpath surfaces are generally an earth track, sometimes embedded with stones, running through grass.
- 3.10 The special interest of the Canal can be summarised as follows;
- For most of its length it covers just the Canal and towpath. It expands out at various points to incorporate canal related development, in addition to the historic hamlet at Stoke Prior.
 - In the context of the Midlands the W & B Canal is of considerable architectural, historic and scenic interest. The influence of canals was phenomenal, completely revolutionising industrial transportation
 - The W & B Canal is an example of a heroic canal, cutting through the landscape rather than going around obstacles.
 - Many of the original features of the Canal including wharves, warehouses and associated buildings, bridges, locks and lock keepers cottages, have been retained
 - A high proportion of the canal related structures are listed, including the locks in the Tardebigge Flight, bridges and canal related buildings, underlying their historic and architectural importance.
 - The Canal's long sinuous form cuts a swathe through the rural environment, notably the stretch from Tardebigge to Stoke Wharf which

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has changed little since it was constructed at the beginning of the 19th century.

- The curving course of the Canal adds significant visual interest and provides constantly changing vistas, including at certain points views of Bromsgrove.
- Canalside trees and hedgerow form boundaries along the canal especially on the towpath side resulting in an enclosed setting to the canal in places. The lack of traffic noise, and the sounds of running water and birdsong reinforce the rural setting.
- The Inaugural meeting of The Inland Waterways Association was held at Tardebigge.
- The use of the canal today is largely for leisure purposes, including, walking, cycling, fishing, in addition to boating. It is, however, a well-used leisure resource. It is easily accessible with access points from all the road bridges and various footpaths onto the towpath.

3.11 Although the Canal is in good condition, is well maintained by the CRT, and there is a high survival rate of canal related structures, there are some issues which potentially threaten the character of the Canal. These include;

- The pressure for development on sites outside of the CA but clearly within its rural setting.
- The loss of some architectural detail to the historic canal related buildings.
- Poorly designed extensions, some attached to buildings outside the CA, but within its setting.
- The need to formally identify the large number of canal related buildings and structures of local importance so that their significance is recognised in future planning decisions.
- Improved promotion of the Canal as a leisure resource.

3.12 The attached Conservation Management Plan identifies strategies to protect and enhance the character and significance of the CA by addressing the issues identified in the appraisal. The proposed action points are in accordance with national policy guidance, local policies and follow on from the Conservation Area Appraisal.

Customer / Equalities and Diversity Implications

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- 3.13 There are not considered to be any customer/equality or diversity implications. The consultation will be in line with the published consultation processes for planning identified in the Statement of Community Involvement

4. RISK MANAGEMENT

- 4.1 There are no associated risks with this report

5. APPENDICES

Appendix 1 – Worcester and Birmingham Canal Conservation Area Appraisal and Conservation Management Plan

AUTHOR OF REPORT

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Worcester & Birmingham Canal Conservation Area

Draft Character Appraisal and Conservation Management Plan

June 2019



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Maps 6A & 6B Bridge 45, including Stoke Wharf, to Bridge 42

Maps 7A & 7B Bridge 42 to Astwood Lane

Please note this is a draft version of the Beoley Conservation Area Character Appraisal and no public consultation has been carried out on the document. Any comments or queries should be sent to the Strategic Planning Team, Bromsgrove District Council, Parkside, Market Street, Bromsgrove, B60 or email conservation@bromsgrove.gov.uk

1.0 Introduction

- 1.1** The purpose of a Conservation Area character appraisal is to identify the factors and features which make an area special, based on an in-depth assessment of an area's buildings, spaces, evolution and sense of place. This is the first step in developing a management plan for the continued preservation and enhancement of a conservation area. An appraisal evaluates the positive, neutral and negative features of the area and suggests opportunities for improvement. It is not unusual for the boundary of a conservation area to fluctuate over time as the area evolves, and an assessment of the current and potential boundaries is normally part of the appraisal process.
- 1.2** The Worcester and Birmingham Canal Conservation Area (W&BC CA) was designated in June 1987 by Bromsgrove District Council.
- 1.3** The appraisal of the Worcester and Birmingham Canal Conservation Area was carried out in accordance with the most recent guidance from Historic England, the Historic England Advice Note 1, Second Edition (HEAN1), Conservation Area Designation, Appraisal and Management (February 2019).
- 1.4** The Bromsgrove Plan review and forthcoming call for sites as part of this Review will identify possible development sites, some of which may be within the setting of the W&BC CA. Any sites within the setting of the CA will need to be viewed in the context of this appraisal and management plan, which will be one of the pieces of evidence which will help inform the consideration of which sites can come forward for development.
- 1.5** During a future public consultation phase, the draft Appraisal will be made available on the Council's website and at the Customer Service Centre at Parkside to ensure that it reaches a wide audience. There will also be a small exhibition at a local venue to explain the purpose of the document and collect any comments from residents.

2.0 Planning Policy Framework

Conservation area designation introduces controls over the ways owners can alter or develop their properties. The controls in conservation areas include the following;

- The requirement in legislation and national planning policies to preserve and/or enhance - The current primary legislation governing Listed Buildings and Conservation Areas is the Planning (Listed Buildings and Conservation Areas) Act 1990. This legislation includes certain statutory duties which the Council, as Local Planning Authority, must uphold. s69(1) of the Act requires Local Planning Authorities to designate any areas which they consider to be of special architectural or historic interest as Conservation Areas, and under s69(2) to review such designations from time to time. The Council has a further duty under s71 (1) to formulate and prepare proposals for the preservation and enhancement of its Conservation Areas from time to time. When assessing applications for development within designated conservation areas, the Local Planning Authority must pay special regard to the desirability of preserving or enhancing the character or appearance of the Conservation Area, under s72(1) of the Act. This does not mean that development will necessarily be opposed, only that it should not be detrimental to the special interest of the wider Conservation Area. The National Planning Policy Framework (NPPF) introduced in 2012, has replaced previous Government guidance, and is supported by further guidance in the National Planning Policy Guidance document (NPPG). The NPPF does, however maintain the importance placed on conserving and enhancing the Historic Environment as well as providing advice for conservation areas. Specific advice on the historic environment is found in Section 16, although references to the historic environment appear throughout the document.
- Local planning policies which pay special attention to the desirability of preserving or enhancing the character or appearance of the area - The Bromsgrove District Plan (adopted in January 2017) contains a series of specific policies relating to the historic environment (see Appendix 4). These policies help guide the Local Planning Authority when assessing planning applications, to ensure that new developments and alterations preserve or enhance the character or appearance of Conservation Areas.
- Control over demolition of unlisted buildings- Planning Permission is required for the total or substantial demolition of any building over 115m³ in size, the demolition of a boundary wall over 1m in height next to the highway or 2m elsewhere and the removal of any agricultural building constructed before 1914. There is a general presumption against the loss of buildings which make a positive contribution to the character or appearance of the Conservation Area.
- Control over works to trees. An owner must submit a formal notification of works to the Council six weeks before starting work. This gives the Council the opportunity to place a Tree Preservation Order (TPO) on the site protecting any notable trees from unsuitable works.
- Fewer types of advertisements which can be displayed with deemed consent

- Restriction on the types of development which can be carried out without the need for planning permission (permitted development rights), these include the enlargement of a dwelling house, the rendering of properties, and the installation of antennae and satellite dishes.

3.0 Summary of Special Interest

The special interest of a Conservation Area is defined by more than its appearance and includes the atmosphere, texture, sense of place and setting as well as more obvious qualities such as groups of historic buildings.

Notable buildings and the spaces between buildings set an overall context for an area, but a designated Conservation Area should be more than just a collection of attractive buildings.

- The W&B Canal Conservation Area covers the W&B Canal from the Southern Portal of the Tardebigge Tunnel to Bridge 41 at Astwood Lane. For most of its length it covers just the Canal and towpath. It expands out at various points to incorporate canal related development, in addition to the historic hamlet at Stoke Prior.
- In the context of the Midlands the W & B Canal is of considerable architectural, historic and scenic interest. The influence of canals was phenomenal, completely revolutionising industrial transportation.
- The Canal was important in connecting the Black Country and its coal deposits with Worcester and the River Severn, as well as enhancing more local trading.
- The W & B Canal is an example of a heroic canal, cutting through the landscape rather than going around obstacles. The Tardebigge Tunnel cutting through the bedrock, and the Tardebigge Flight descending 220 feet through 30 locks, the longest number of locks in so short a distance in the country, illustrate this.



A section of the Tardebigge Flight

- Many of the original features of the Canal including wharves, warehouses and associated buildings, bridges, locks and lock keepers cottages, have been retained. Buildings at both Tardebigge and Stoke Wharves are still in canal related uses. The lock cottages and other residential buildings, despite now being privately owned, are still legible as canal related infrastructure, having not been subjected to major alterations.



Tardebigge Wharf

- A high proportion of the canal related structures are listed, including the locks in the Tardebigge Flight, bridges and canal related buildings, underlying their historic and architectural importance.



Southern portal

- The Canal's long sinuous form cuts a swathe through the rural environment, notably the stretch from Tardebigge to Stoke Wharf which has changed little since it was constructed at the beginning of the 19th century. The suburbs of Birmingham including Selly Oak and Kings Norton and the Worcester end of the Canal would have been equally rural at the time of construction but have changed beyond recognition unlike this stretch of the Canal. Parts of Bromsgrove are visible at certain points, but despite the expansion of the town, in long views it remains visually separated by countryside.



Rural setting to the canal

- The curving course of the Canal adds significant visual interest and provides constantly changing vistas, including at certain points views of Bromsgrove, especially the spire of St Johns in the distance. There is however a high degree of rural separation of the town from the Canal. There are also views up to St Bartholomew's.

Agenda Item 5

- Canalside trees and hedgerow form boundaries along the canal especially on the towpath side resulting in an enclosed setting to the canal in places. The lack of traffic noise, and the sounds of running water and birdsong reinforce the rural setting.



An enclosed section of the Canal

- The Inaugural meeting of The Inland Waterways Association, founded by LTC Rolt (author of Narrowboat), Charles Hadfield and Robert Aickman was held on board Cressy, Rolt's narrowboat while it was berthed at Tardebigge. The IWA played a major role in saving the canal network in this country.



Memorial of the Inaugural meeting of the IWA at Tardebigge

- The use of the canal today is largely for leisure purposes, including, walking, cycling, fishing, in addition to boating. It is a well-used leisure resource. It is easily accessible with access points from all the road bridges and various footpaths onto the towpath.

4.0 Assessment of Special Interest

4.1 General Character, Location and Uses

LOCATION MAP TO BE INSERTED

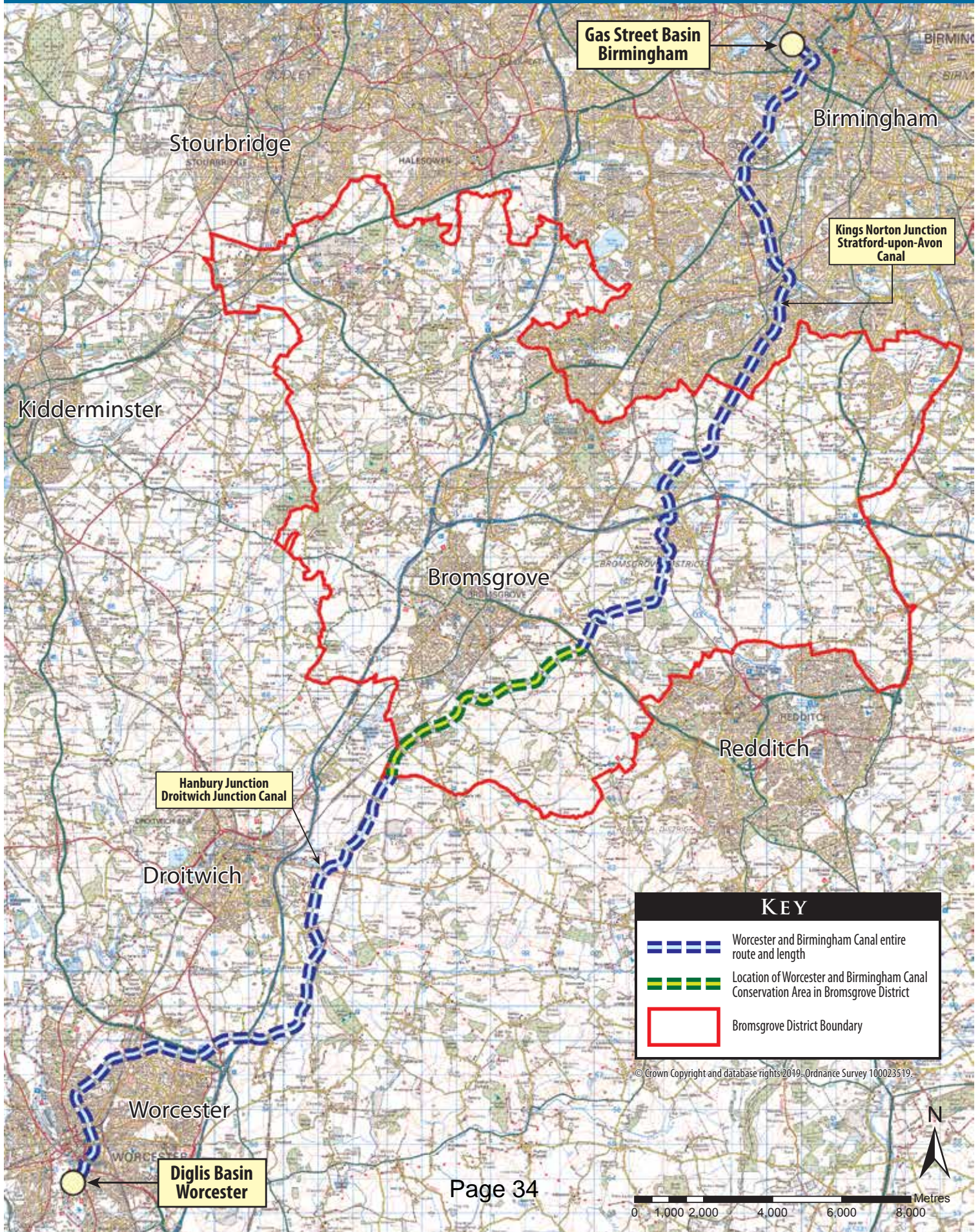
The Worcester and Birmingham Canal runs for 30 miles from Worcester Bar (Gas Street Basin, Birmingham) where it joins the Birmingham Canal Navigations, to Diglis Basin, Worcester, where it joins the River Severn. The W&B Canal CA, within Bromsgrove District, runs from Tardebigge New Wharf and the southern portal to the Tardebigge Tunnel, to the south of the B4184, Alcester Road, Tardebigge, North/NorthEast of St Bartholomew's, Tardebigge, in a roughly south westerly direction through Tardebigge, Stoke Pound, Stoke Prior, where there is a kink to the north, before heading south west again to Stoke Wharf, on to Stoke Works until it reaches the border with Wychavon at Astwood Lane. From here it continues to Hanbury Wharf and the junction with the Droitwich Canal before heading to Worcester and Diglis Basin. The CA covers a distance of approximately 4.5 miles. The stretch of the Canal through Wychavon and then through Worcester to the River Severn, also fall within two separate Conservation Areas within in these districts

For much of its course through Bromsgrove District the Canal travels through the Worcestershire countryside. The width of the Conservation Area for most of its length it is the width of the Canal and the towpath on the easterly/southerly bank. There are several points, however where it expands out to incorporate buildings and other sites and spaces connected with the Canal. Travelling from the northern end of the Conservation Area these include; the Tardebigge Basin on the north side; the Old Engine House on the east side with a small area of land on the north side; the reservoir, to the east; Halfway House to the south with a small area which covered a wharf on the north side; an area along Copyholt Lane between Lock 29 and where the road crosses Bridge 45 adjacent to Top Lock Cottage; Stoke Wharf on the north side; and Stoke Works.



Tardebigge Basin

WORCESTER AND BIRMINGHAM CANAL MAP SHOWING LOCATION OF CONSERVATION AREA WITHIN BROMSGROVE DISTRICT, INCLUDING ENTIRE ROUTE AND LENGTH





The Reservoir



Stoke Pound



Stoke Wharf



Properties along the Stoke Works stretch of the Canal

The setting of the CA is predominantly rural with some distant views of parts of Bromsgrove and occasionally the spire of St John's, but with countryside in between. At other times long views are prevented by the hedgerows and trees, giving a strong sense of enclosure. This is particularly true on the upper parts of the Canal where views to the east/south of countryside are largely obscured by hedgerow.



Restricted views as a result of trees and hedgerows

The stretch between Stoke Wharf and Bridge 42 is more built up and developed with business and industrial units. Historically this area had a number of industrial works, most notably the John Corbett Salt Works. Despite this development the countryside never feels far away.

South of this stretch is the settlement of Stoke Works, a largely residential area, linear in character which runs along the road adjacent to the Canal. The backdrop, however, is rural and the development gradually peters out into fields and open countryside once again.



The more industrial/commercial section of the Canal at Stoke Wharf



Stoke Works

Within the Conservation Area the main uses are predominantly residential or related to the Canal. This includes the C&RT maintenance depot at Tardebigge Basin as well as boat maintenance businesses, three public houses (the Queens Head, The Navigation Inn and Boat and Railway), The Black Prince Canal Boat holiday business at Stoke Wharf together with some light industrial uses at this yard. There is a more commercial section between Stoke Wharf at Hanbury Road and Weston Hall Road, and the site of the old John Corbett Salt Works, now in the process of being redeveloped for housing.



Lock keepers cottage, Stoke Pound



Holiday business at Stoke Wharf



Navigation Inn, Stoke Wharf

4.2 Historic Development and Archaeology

The W&B Canal was constructed to provide a faster route between the Birmingham Canal System and the River Severn than could be achieved by the Staffordshire and Worcestershire Canal, at the time. It cut 30 miles off the alternative route and also avoided the need to navigate a stretch of the River Severn above Worcester.

The Act of Parliament for its construction was granted, after the third attempt, in June 1791. The route was initially surveyed in 1789 by the engineer John Snape who intended to provide a broad canal (i.e. a canal built for boats 4.2 metres (14 feet) wide. In the event financial pressure and the practicalities of joining with the narrow Dudley and Stratford canals meant that a narrow canal (i.e. a canal built for boats 2.1 metres (7 feet) wide and 22 metres (72 feet) long) was constructed. All bridges and tunnels, however, were built broad.

Construction started at the Birmingham end early in 1792 and it was five years before the 8.8 mile section to Hopwood was completed, which finally opened in March 1797. Due to debt and financial irregularities this northern summit level remained the only section constructed until 1805. By this date sufficient capital had been raised to allow the next section, to what became known as Tardebigge Old Wharf, to be constructed, including the Shortwood Tunnel (613 yards long), under the supervision of the engineer, Thomas Cartwright. This section was opened in March 1807 and for four years the "Old Wharf", on the west side of the canal, was the terminus with a substantial public wharf that included a public house (The Navigation Inn), a machine house and accommodation and stabling.

As a result of the success of this early stretch of the Canal, the Committee decided to continue southwards. The original plan designed by the Engineer John Snape had been to avoid tunnelling at Tardebigge, by turning westwards and going around the higher ground. Snape's successor, Thomas Cartwright, decided instead to tunnel through to Tardebigge.

Tunnelling through rather than going round, makes the W&B a good example of a canal in the 'Heroic' style. Such canals emerged between 1790 and 1820, and contrasted with the earlier Pioneering canals. The latter went along with nature, rather than against it. The characteristics of heroic canals included direct routes, deep cuttings, huge embankments, locks in groups or flights and the use of new technology. The tunnel at Tardebigge and the Flight of locks to the south were examples of this heroic construction.



Southern portal

The construction of the tunnel began in early 1809 and the tunnel was driven through 580 yards of solid rock. It was brick lined at either end, and at some points in between, with three thicknesses of brickwork. Bricks were obtained locally from the Company's brickyard in Dial House Meadow on Mr Webster's farm off London Lane at Tardebigge. The portal is stone faced, presumably the same source as the warehouse, Mr Field's quarry, just off nearby Dusthouse Lane. The tunnel was completed in late 1810 but no traffic passed through it until the New Wharf was completed the following year.

To the south of New Wharf the land gently drops away, and there was considerable concern regarding the cost of constructing numerous locks to deal with this and reach Worcester. There was also the added cost of pumping sufficient water up from the River Severn to operate the locks, which would have required engine houses and reservoirs at strategic places. A way of avoiding this was to construct a lift which would require considerably less water. John Woodhouse, another engineer, was appointed in 1809 to specifically design a vertical boat lift at Tardebigge. A lift was constructed and trialled, however there were concerns regarding safety. It was then confirmed that not as much water was required for locks as initially thought, and it was decided to pursue the construction of locks. The lift was replaced by the first of a flight of 30 locks, the longest in Britain, dropping the level of the Canal some 220 feet over a distance of 2 miles to Stoke Prior.



Lock 58, the first lock in the Tardebigge Flight

John Woodhouse the resident engineer won the contract for the construction of the 5 mile stretch from Tardebigge to Hanbury , and was replaced as engineer by William Crossley. Crossley had previously worked on the Rochdale Canal, which opened in 1804. The Worcester and Birmingham Canal finally reached Worcester in December 1815.



Bottom Lock at Diglis Basin, Worcester

Pickfords, the house removals firms, started a fly-boat service when the Canal opened and traffic built up steadily encouraged by reduced tolls. Fly-boats were the express craft of the waterways. They ran non-stop, day and night delivering important and perishable goods. They were manned by four man crews, working 24 hours a day, changing horses on the move, running to strict timetables, working around the clock covering the waterway network. They had priority over all other traffic, except during the era of passenger packets when they took precedence.

In the 1830s rock salt deposits were discovered at Stoke Prior and salt transportation provided an important income for the Canal.

With the railway boom of the 1840s, the Canal's revenues began to fall as more goods were transported by train. In spite of a number of proposed mergers and amalgamations with other canal companies and railway companies , by 1868 the Worcester and Birmingham Canal Company was bankrupt. A further takeover attempt by Midlands Railway was abandoned in late 1871, but in 1873 an acceptable proposal was made by the Gloucester and Berkeley Canal Company. This was confirmed by Act of Parliament the following year after which the new amalgamated company became the Sharpness New Docks and Gloucester and Birmingham Navigation Company, generally abbreviated to the Sharpness New Docks Company or SND.

Changes introduced by SND included the provision of a steam dredger in 1875 to clear out the mud that had been allowed to build up over the previous years of financial problems and neglect, and the introduction of steam tugs in

1876 to haul boats through the tunnels. Until this time, the work had been undertaken by men known as 'leggers'. Two men would lie prone on a plank across a boat, and 'walk' the boats through. The steam tugs were finally replaced by diesel powered boats in 1912.

During the Second World War all canals and railways were taken under government control. The canals were nationalised early in 1948 under the British Transport Commission: Docks and Inland Waterways Executive. The Worcester and Birmingham Canal was administered by one of the Midland Region Groups based in Gloucester. Commercial traffic continued to use the Canal until 1961, predominantly coal to the Royal Porcelain Company in Worcester and chocolate from Cadbury's factories and stores.

LTC Rolt's book 'Narrowboat', published in 1944 generated a huge amount of interest in the country's neglected canal network. Interestingly this book, which was based on a canal journey around the canals of the Midlands, but not the W&B, on the eve of the Second World War, indicates that even at this time the canals were still being used for commercial traffic, as they were throughout the war. With Charles Hadfield and Robert Aickman, Rolt formed the Inland Waterways Association in (IWA) 1946. The inaugural meeting was held at Tardebigge, where Rolt's boat Cressy had been moored during the war. The IWA fought for the preservation of and investment in Britain's Waterways system, and still does. For many years the development of canals for leisure was a struggle. Gains were made notably with the Ellesmere Canal (Llangollen) brought back to life in 1955. The British Waterways Board was set up in 1963 to run the canals as a separate entity, but it was not until the Transport Act of 1968 that the leisure value of canals was recognised and the waterways were given public money to support their use for recreation.

During the 1960s and 1970s a number of restoration projects were pursued by the IWA and local canal societies, and some schemes have acted as a catalyst for regeneration. Canals are now very much seen as places for leisure being used for walking, boating, cycling and fishing.

In 2012 the Canal and Rivers Trust (CRT) was formed with the Government passing control of the waterways to this new charity.

4.3 Architectural Interest and Built Form

Buildings and Structures of the Worcester and Birmingham Canal

4.3.1 The Canal Channel

The principal structure of the canal is the actual channel or 'cut'. The Worcester and Birmingham was excavated by hand, with workman using picks and shovels, there were no mechanical aids. The canal bed and sides were made watertight by lining or 'puddling' with a thick, clayey mixture and coarse

sand, which formed a watertight seal. Bricks were used for locks, bridges and other structures. In the case of the W&B Canal there was suitable clay for brick making at various locations along the length of the Canal, although there is evidence of bricks from brick makers in the Black Country as well. Stone was also used for the footings of bridges, copings for bridge parapets, the edging of wharves and lock sides and also the warehouse at Tardebigge. Some of this stone came from quarries at Tardebigge.

Materials used for edging of the canal pounds is variable. Originally blue bricks and possibly some stone may have been used. Some stretches of canal edging have been reinforced in places during the 20th century with galvanised profiled sheet steel to restrain the bank sides and reduce water loss. This results in a sharper edge to the some of the pounds between locks. On significant stretches of the offside the edge is so overgrown that it is impossible to see which edging material was originally used and the vegetation results in a soft edge to the canal. On the towpath side there is more of a mix of materials including concrete blocks, and at the reservoir between locks 51 and 52 the edge to the pound has recently been renewed in stone. Where edging materials has been insitu for a number of years the grass on the towpath has expanded down to the canal, partially obscuring the edging material.



Crisp stone edging to the canal



Softer edge to the canal especially on the off side

4.3.2 Locks

The W&B Canal boasts one of the deepest narrow locks on the canal system in the country. Top Lock, or Lock 58 provides a 12 feet change of level, and replaced a working boat lift. In addition this stretch of the W&B Canal includes the Tardebigge Flight, 30 locks of which Top Lock is one, the largest number of locks in so short a distance in this country. Flights allowed canals to make lengthy climbs out of valleys and are characteristic of 'herioc' canals. Top Lock and the other locks in the Tardebigge Flight are all listed Grade II. The last lock is Lock 29 at Stoke Pound, 'Bottom Lock'. There are then a further 6 locks between Stoke Pound and Stoke Wharf.



Lock 58, emptied for repairs



Bottom Lock in the Tardebigge Flight

All the locks are narrow pound locks, accommodating boats 7 feet in width. They consist of a rectangular chamber of brick, originally finished with flat stone copings, although now there is a mixture of stone, concrete and brick. Heavy wooden gates balanced by wooden beams, which act as levers, are

anchored by a collar and turning on a cast iron pin, the whole thing held in place by the water pressure. They are hand worked by paddle gear mounted on a stand in the ground nearby. The locks on this stretch of the W&B are described as narrow locks as each lock has a pair of gates at its tail and a single gate at its head.



Typical Lock

The paddle gear consists of a handworked mechanism which allows water into and out of a lock via a sluice or culvert cut into the chamber walls. Typically, a lock has ground paddles at its head gate and gate paddles on its tail gates. The gearing is mounted on an iron stand.

Underneath the wooden beams adjacent to the lock is a brick paved area mainly of red bricks, into which are set rows of raised bricks (kickers) which allow anyone opening the lock gates some grip when applying pressure against the beam. In some places the original red bricks have been replaced with concrete, in other areas modern red bricks, and the kickers are in a mixture of red and blue bricks.

All the locks have been rebuilt over the years and their demountable equipment (gates, gate fittings and paddle gear) have been renewed on numerous occasions. Currently the C&RT carry out maintenance work, including the renewal of parts work on average two to three locks a year on this stretch of the Canal. The repairs are generally like for like, although some modern materials are being introduced for elements which wear out on a regular basis. The structures and the engineering behind them have, however remained unchanged since the 18th century.

4.3.3 Bridges

The Canal when it was constructed had to accommodate existing roads and properties, and therefore along its length are road bridges as well as accommodation bridges which connected parcels of land and allowed farmers and other property owners to move livestock and access their land.



Typical Bridge, Bridge 55, with a concrete block number

The majority of bridges are constructed in red brick, generally locally made, elliptical in shape with a brick string course topped with sandstone coping stones. Blue bricks have been used on the edges of the arch adjacent to the towpath and on the off side, harder than the soft red bricks used in the bridge construction, but even so rope marks can be seen, dating from the time that boats were pulled by horses.



Rope marks on a bridge wall

All the bridges, like the locks, are numbered. Some bridges have numbers inset in concrete blocks over the archway on each side. It is believed that about 1900 a supply of these blocks were made to be inserted into the brickwork of bridges and locks being repaired or rebuilt. They can be seen below the mitre gates of a number of locks and on the arches or abutments of some of the bridges. Bridge 55 is an example.

The road bridges at Upper Gambolds Lane and Whitford Bridge Road have been modified with steel girders supporting the roads that cross them while

elements of other bridges have been rebuilt or replaced, notably the upper sections, as well as coping stones replaced with concrete blocks. The repairs are of a varying standard, but more recent repairs exhibit more thought in respect of materials, illustrating the importance attached to quality repairs by the CRT.



Bridge at Upper Gambolds

4.3.4 Towpaths and Surfaces

The towpath on the stretch of canal through the CA runs along the east/south bank and does not switch sides. There is little access to the off side of the bank, except where there are wharves and private moorings.

The towpath surfaces are generally an earth track, sometimes embedded with stones, running through grass. Along the slopes adjacent to the locks in the Tardebigge Flight, where there are noticeable changes in level, there are more stones to allow purchase when walking. Around the reservoir the path has recently been restored and a gravel dressing applied, which has weathered in well.



Towpath

4.3.5 Buildings

In addition to bridges and other infrastructure directly related to the canal itself, the development of canals also resulted in the construction of a large number of other buildings, and associated structures, to allow the canal to function, but also to take advantage of the new method of transportation. These included wharves; warehouses; maintenance depots; dry and wet docks; and living accommodation including several lock keepers cottages.

This stretch of the W&B Canal passes through a largely rural, sparsely developed area of Worcestershire so most of the buildings, even those located at the two main wharfs within the CA, Tardebigge New Wharf and Stoke Wharf, are relatively modest buildings compared with some of the large warehouses found in industrial centres. The architecture is generally simple and vernacular, using local materials. Around the wharves however there is a wider use of red and blue brick banding in the construction typical of the SND Canal Company's buildings which were constructed in the later part of the 19th century, after they took over the canal in 1873.



SND building at Tardebigge Basin

Within the CA the two main Wharf complexes were constructed adjacent to main roads, allowing for onward transportation of goods. There were also numerous smaller wharves along the canal which served farms and local brickworks. There is little evidence of these smaller wharves now.



Site of the Braziers Wharf adjacent to Lock 41

The lock cottages which appear at regular intervals along the upper stretch of the Canal between locks 58 and 29, The Tardebigge Flight, have generally survived, constructed in brick, now painted white, or in one case rendered, beneath pitched slate roofs. They have a minimal amount of architectural detailing, and simple casement windows divided with horizontal glazing bars. Most of the timber windows have been replaced with upvc. They are generally located on restricted sites which have allowed little room for extension, over and above relatively early extensions to their linear form. All are now in private ownership, including one which is owned by the Landmark Trust, who have restored the property and it is now let out as a holiday cottage. There is only one lock cottage for the Stoke Prior flight located within a terrace of three canalside cottages below Whitford Bridge Road. Again modest dwellings in brick beneath pitched clay tile roofs, behind a neat brick wall, these cottages probably had sash windows originally, now replaced with upvc.



Lock Keepers cottage

A relatively early building, and on more of an industrial scale, is the Engine House, located to the south west of Bridge 55, south west of Tardebigge Wharf. It was constructed in 1823, in brick, beneath a pitched slate roof,

originally with cast iron windows. Adjacent to it, to the north east is a modest cottage likely to have been constructed for the canal workman who maintained the machinery in the Engine House. The equipment in the building was removed in the early part of the 20th century and it was converted into residential accommodation around 2010.

4.3.6 Building Materials

The buildings and other structures, including the locks, are predominantly brick. It is not unusual for brick buildings to have been painted, although it is assumed that this largely occurred in the latter half of the twentieth century, as photographs from the earlier part of the twentieth century show them unpainted. Bricks were often made locally in proximity to the Canal, although there is evidence of bricks from the Black Country. The SND buildings are characterised by the use of red and blue bricks laid in English bond. These bricks do not appear to be local. The lock cottages appear to have been constructed in English garden wall bond or a variation.

Roofs on the canal related buildings are generally slate. These do stand out in an area where roofs are generally clay tiles, but no doubt they would have arrived by canal. Non related canal buildings, notably those in Stoke Prior have the more typical clay tiles.

Stone is predominantly used for copings on bridges and around some locks. Some copings have been replaced with concrete blocks and around lock edges with blue brick copings.

4.4 Locally Important buildings

A significant number of buildings and structures within the CA including the locks in the Tardebigge Flight and a number of the bridges are included on the Statutory List. Many other canal related structures are of local importance as they are tangible evidence of the historic workings of the Canal. These would include the buildings at Tardebigge Wharf; the lock keepers cottages; the locks in the Stoke Flight; the 19th century buildings at Stoke Wharf; and the John Corbett related buildings in Stoke Works.

A list of the statutorily listed buildings and locally important buildings are provided in Appendix 3

4.5 Spatial Analysis

For the most part the CA has a long sinuous form which cuts a swathe through the rural landscape of North Worcestershire. There are two areas where it expands firstly to incorporate the reservoir at Tardebigge and then to include the hamlet of Stoke Pound.

Some stretches of the canal are lined with hedgerow and trees on both sides, creating a sense of enclosure. Other stretches are more open notably to the west/north side giving views over fields or where the topography permits long distance views of Bromsgrove and beyond to the Cleve Hills and Malvern Hills.

The exception to this is the section from Stoke Wharf to Stoke Works, where the Canal passes through a more built up area with buildings close to the bank, although this is a comparatively short stretch of the Canal. Then at Stoke Works the built form is more visible on the west side of the Canal where the CA extends out to Shaw Lane. Beyond this settlement the Canal returns to the countryside, relatively level and open on both sides.

4.6 Settings and Views

The W&B Canal has an overwhelming rural setting, a setting which has changed little since it was constructed. From various points there are views of the centre of Bromsgrove, notably from the south west of Tardebigge Wharf, and around Top Lock Cottage; from the top of the embankment to the reservoir; and around Bridge 52, although views from here are primarily of the spire of St John's. Bromsgrove may be more visible now as a result of twentieth century expansion, but the spire of St John's would always have been visible. The town has however, always been and remains in the distance, separated from the canal by the intervening countryside. At no point is it contiguous.



View towards St Johns to the west of Tardebigge Wharf



Zoomed View

There are a number of sweeping long views, notably from the footpath from St Bartholomew's down to Tardebigge Basin towards the Clent Hills round to the Cleve Hills and from the lock keepers cottage at Upper Gambolds towards the Malvern Hills. Around Lock 33 there are views of the Buntsford Park Business Park, although these views are then largely obscured by intervening trees and hedgerow.



Clent Hills



Clee Hills

Views away from the Canal are obscured from many points due to the intervening trees and hedgerow, particularly on the south/easterly side of the canal, the towpath side. There are more views across countryside looking westerly between bridges 47 and 45, and to the south of Stoke Works up to Astwood Lane and the southern boundary of the CA.

There are numerous long views of the canal itself from the various bridges across the canal and from the embankment to the reservoir, which allow more of the canal to be seen than the immediate, and these views also emphasise the rural setting. Other external views also highlight the rural setting notably the view of Top Lock Cottage from Alcester Road, approaching Tardebigge from the north west and the view of the Engine House from London Lane looking north. As well as numerous views from public footpaths which run to the Canal. Obviously the views from Weston Hall Road, Bridge 42 and Hanbury Road, Bridge 44, give a contrasting view, although there is a rural approach to both bridges.



Tardebigge Flight from Bridge 51



View of Top Lock cottage and St Bartholomew's from Alcester Road

There are more open views of the Canal in Stoke Works where the road is on a level with the canal, and contrasts with the more enclosed feel of the Canal on the upper stretches of the CA.



Typical rural view

4.7 Green spaces, trees and habitat value

The Canal forms a continuous green corridor for its entire length. The towpath is formed of an earth/stone path with grass verges on either side. For most of its length there is extensive hedgerow and numerous trees running along both boundaries, particularly where the extent of the CA comprises just the Canal.

It therefore forms a haven for wildlife, and ducks, swans and a heron were all seen during the various site visits. It is assumed that the Canal is well stocked with fish, as people fishing are regularly seen, and there are numerous references to fish and eels in the Canal in reference books. Limpets have also been seen attached to disused lock gates stored on the bank.



4.8 Character Areas

4.8.1 Tardebigge Wharf to Bridge 56 (Maps 1A &1B)

The W & B CA begins its journey at Tardebigge New Wharf and the southern portal (Listed Grade II) to the Tardebigge Tunnel. As noted above the Canal terminated at Tardebigge Old Wharf until 1811. In 1809 the construction of the tunnel commenced, breaking through in 1810. Traffic started coming through in 1811 when the new wharf was constructed. This section of the Canal is dominated by the Wharf.

The Tardebigge Wharf

The Tardebigge Wharf at the north east end of the CA comprises the most dense concentration of canal related buildings in the CA. It lies on the north side of the Canal, just south of the Tardebigge Tunnel. It was constructed on land owned by Robert Henry Clive, 6th Earl of Plymouth, in 1811, to facilitate the movement of goods between Bromsgrove and Redditch. It originally comprised a purpose built basin fronting the Canal to the east, a weigh bridge set into the ground outside the Machine House to the east side of the entrance and cottages and stables facing the basin to the north. By 1814 lime burning kilns were in use close to the basin. A plan of 1828 shows a series of wharves lining the bank of the Canal between the warehouse and the basin, with the lime kilns to the north west of the basin. A large house fronted the main road to the east of the entrance, and a line of cottages ran southwards to the west of the entrance. At this time they were occupied by tenants who leased the wharves. At some point in the mid-19th century a small cottage was added to the rear of the warehouse.

By December 1830 the demand for boat lengths was so great a canal arm was added to the north east corner of the basin, to provide extra wharfage.

When the Sharpness New Dock Company(SND) took over the W&B Canal in 1873/4 the wharf became the station for the steam tug which towed boats through the Tardebigge and Shortwood Tunnels. The company built a terrace of four cottages for the tugmen and their families on the Alcester Road, north of the wharf. A plan of the wharf from 1876 shows the demolition and conversion of some cottages, opposite the canal basin to stabling. A coal shed had also been constructed against the eastern edge of the basin.

Between 1908 and 1911 the SND company maintenance department moved its stores and plant from Stoke Wharf to new buildings at Tardebigge New wharf. The buildings were constructed in the south west corner of the wharf adjacent to the canal basin. They comprised the main machine and carpenters shop, stables and fitting shop constructed in 1909 to the south west, the office was built in 1910 to the north east, and the blacksmiths shop in 1911 against the canal arm. All the buildings were constructed in blue and/or red engineering brick with slate roofs.

Around 1924 the eastern end of the 1830 canal arm was converted for use as a dry dock. In addition to the north side of the canal arm is a linear building, which was probably a purpose built timber store and mill.

The Warehouse and attached cottage

The warehouse was built for the Worcester Canal Company in 1810. It was constructed in stone from the nearby Mr Field's Quarry on Dusthouse Lane, beneath a pitched slate roof. The outside walls are approximately 2 feet thick and historic photographs show a simple building with an original window and door on the east elevation; a hoist opening at first floor level and door on the west elevation; and on the south elevation facing the Canal was a door at ground floor level with a hoist opening above. Internally there is a substantial oak queen post truss structure, with six trusses supporting the roof. Historically there was a door through to the cottage at the north.

It was originally used as a warehouse but by the end of the 19th century it was in use as a mill producing animal feed, utilising ingredients which arrived by Canal. After lying empty for a long period of time, it was converted into two residential units in 2011. This scheme has restored the building and brought it back into use, but has retained the industrial appearance of the building, with new openings kept to a minimum, the use of modern aluminium windows, and minimal landscaping.

The attached cottage at the northern end of the warehouse appears to date from the mid-19th century, although historic maps indicate that additions appear to have come and gone over the years. It was originally constructed in brick beneath a pitched slate roof, although it was rendered at some point in the 20th century. The building had deteriorated to an almost derelict state, before it was restored as part of the scheme to convert the warehouse. It was substantially rebuilt, and left as a rendered structure.



The warehouse with the cottage to the left hand side

The Maintenance Depot buildings

These buildings were constructed early on in the 20th century when the SND moved their maintenance depot from Stoke Wharf to Tardebigge, it was taken over by British Waterways and is still used by the Canal and River Trust.

Former Carpenters' Shop, Blacksmith's Shop and Store

Single storey constructed in engineering brick, English bond with blue headers and red stretchers. The building has five bays facing the Canal with a saw tooth slate roof. The east end facing onto the yard has later 20th century doors and windows, and the stripes of red and blue brickwork are clearly visible. The original window and door voids exist on the south facing the Canal, but the sliding doors are a later addition. The artificial slate roof would appear to date from the later part of the 20th century, as photographs from the mid-20th century show northlights and a smooth roof covering, possibly corrugated iron. A plan from 1911, shows that the east end of the building was originally a carpenters workshop, with a blacksmith's workshop to the west and a store beyond. The front element facing the yard is now converted to office use.

The former Stables

Immediately to the north of the above building are the former stables. They are again constructed in English bond with blue headers and red stretchers. The east elevation, to the front, has a large modern opening, openings on the west and northern elevations have also been altered. The interior fittings have largely been lost, although the herringbone brick floor remains.

Former Fitters Shop

This is located to the north of the stables. Like the other maintenance buildings it is single storey constructed in English bond with blue headers and red stretchers, as the workshops facing the Canal. The building has a sawtooth roof to four bays facing the former canal arm, now a dry dock. The east elevation has a central wide segmented arched opening, with the original round arched metal windows on either side. There is a similar window on the west elevation, overlooking the canal basin.

The Office

The original office was constructed in 1910, in the same English bond with red and blue engineering bricks as the other depot buildings, beneath a pitched slate roof. The building was modernised and altered during the 20th century and has a large brick lean to extension to the east elevation which dates from the 1950s.



The Office

The former Blacksmith's Shop

This building dates to 1911, and is located on the north side of the depot facing the canal arm. It is a single storey building constructed in blue engineering bricks and like the other buildings, English bond, beneath a pitched slate roof. The corners of the building have rounded bricks. There is a segmental arched entrance to the yard, and round arched metal windows to the east and west facades and wider segmental arched windows facing the canal arm.

The Former Timber Store and Mill

This building is located on the north side of the Canal Arm, and was constructed between 1911 and 1927. The external timber cladding is late 20th century, but sits on a much older blue engineering brick base. It has a felted pitched roof. There are timber windows on the east, north and south elevations.

Cottages

Five cottages remain at Tardebigge Wharf, all now in private ownership, having been sold off by the then British Waterways around 2010.

The two cottages nearest the entrance to the site are both brick built but painted white/off white, beneath pitched slate roofs. The property adjacent to the entrance was the Machine House, and the weighbridge set into the ground to the front of the building, can still be seen. A property appears on the site of this house early in the 19th century. It is possible that parts of the original building was incorporated into this house. The adjacent cottage does not appear on the maps until 1876.



Wharf Cottage

Wharf Cottage would appear to be the oldest of the cottages on the site. It comprises a red brick two up two down with a basement, beneath a pitched tiled roof. It was constructed at the same time as the wharf and is possibly shown on the 1817 survey, but is clearly shown on the survey plan of 1828. There is a single storey out shute to the side (north), which dates back to the early part of the 18th century, with a rear extension shown on the 3rd Edition of the OS in 1927. The 1st Edition of the OS indicates that it was used as a post office, in addition to it being living accommodation.



The Machine House to the right

The remaining two cottages are also constructed in red brick beneath pitched tiled roofs. There were cottages on this part of the site from the early 19th century. 2 Wharf Cottages was built in the early 20th century, incorporating an older building and sitting partly on the site of a demolished house. 1 Wharf Cottages would appear to be a 19th century rebuild of possibly two of the early cottages.

Superintendents House

There was a house on this site from the early 19th century when the site was first developed. The existing house, which is painted brick beneath a pitched slate roof, was constructed around 1912/13, for the then superintendent of the depot. This is a substantial property compared to the cottages, and rather than being in a simple vernacular style has Gothic gable detailing to the first floor windows, and to the projecting single storey porch, in addition to mullion and transom windows. The property fronts the road, with the rear garden backing on to the depot.



Superintendents House

Tug Cottages

The terrace of four cottages were constructed on the main road by the SND Company in 1878 for tug operators and their families. They are constructed in brick, now painted, beneath pitched slate roofs and are of a more typical Victorian terrace design, lacking the vernacular appearance of the Wharf Cottages.

Boundary Walls

A boundary wall was constructed by the SND Company following the purchase of the land for Tug Cottages. Like their buildings it was constructed with red stretchers and blue headers, with blue brick copings. This wall would have met up with the original stone wall on the western boundary. There also appears to be the remains of a wall to the original site in the gardens of Tug Row. A similar length of the distinctive red and blue walling was constructed at the entrance to the wharf.

Southern Tunnel Portal (Listed Grade II)

The portal to the southern end of the tunnel is a stone retaining wall which extends on either side of the semi circular tunnel arch with a key stone. The parapet starts above a stone band, and the top is capped with stone of semi-circular profile, at each end is a plain pilaster. The wing wall down to the tow path has been rebuilt in a modern red brick. The coping is a mix of stone and moulded concrete blocks.

The parapet has been damaged on several occasions which has led to a number of repairs and alterations to prevent further accidents. These works

have included widening and raising the pavement and the installation of bollards. None of these works can be seen from the Canal

Plymouth House (Listed Grade II)

Opposite the entrance to the Wharf is Plymouth House. A three storey red brick building beneath a pitched slate roof. It is currently unoccupied. It was constructed originally as a public House, and known as The Plymouth Arms, in 1812 to provide refreshments and accommodation to canal users and other travellers in the area.

It is three storey, 4 bay house constructed in a locally made red brick. The windows have rubbed brick lintels with stone key stones, and there is a stone cornice, similar to the cornice on the warehouse.



Plymouth House

Plymcot (Stables to Plymouth House)

The original stables to Plymouth House are located on the opposite side of the road, backing on, but high above, the Wharf. They were constructed in the same red brick. The garden to the rear is retained by a high wall of stone with a brick upper section, which provides a backdrop to the warehouse at the Wharf. The stables are now converted to residential accommodation.



Stables to Plymouth House, now called Plymcot

The Inland Waterways Memorial

Adjacent to Lock 58, on the off side is a memorial commemorating the founding of the Inland Waterways Memorial at Tardebigge in 1946.



Permanent moorings

To the south west of Lock 58 are some permanent moorings, which has resulted in some domestic paraphernalia on the bank.

Views of Tardebigge Wharf

LTC Rolt in his book 'Inland Waterways of Britain' describes the Canal at Tardebigge as 'emerging from a tunnel to run along a hillside overlooking a great expanse of the Severn Plain backed by the Clee Hills of Shropshire'. The Wharf itself is tucked away almost in a dip below the Alcester Road and views of the Wharf are mainly from vantage points in close proximity as it is located below the Alcester Road. The main views are therefore from the road above the Wharf as one approaches the bridge from the south east, and there are partial views of some of the buildings, particularly Tug Cottages as one approaches from the north west. The footpaths from the south east which lead down from St Bartholomew's to the Canal and the Wharf allow sweeping views across the whole wharf complex with views of Bromsgrove in the distance.

The views from the Wharf itself are largely of the immediate surrounding area, and visually comprise a rural setting. Although the A448 is in close proximity to the north east it cannot be seen, however the sound of traffic is audibly intrusive. As one moves westerly along the Canal the views to the south are limited due to the topography rising relatively steeply and the hedgerow. Views to the west/ north west are more open. From opposite the canal basin there are north westerly views towards Bromsgrove in the distance, the spire of St John's Church being the most obvious landmark. The Clent Hills can be seen in the background and moving further around to the west, the Clee Hills. There is a clear separation between Bromsgrove and the rural setting of the Canal.

Top Lock Cottage forms a prominent feature in views from the Alcester Road approaching from the north west, where the cottage can be seen below the striking tower of the Church in a sparsely developed rural landscape. It is not possible to see the canal due to the topography and the buildings at the Wharf again due to the topography are not visible until one is much closer.



View to Top Lock Cottage and St Bartholomew's from Alcester Road

From Top Lock Cottage (Grade II), adjacent to Lock 58 (Grade II), the top lock in the Tardebigge Flight there are views back to Tardebigge Basin and the Tug Row Cottages on the Alcester Road. From the west end of the lock there are sweeping views of the rural setting again with the spire of St Johns in the distance. These views are filtered by the hedgerow on the northern bank of the canal along this stretch, until one reaches Bridge 56.



View to Tardebigge Wharf from Top Lock



View of the spire of St John's Bromsgrove from west of Tardebigge Basin



Zoomed shot

Bridge 56 comprises a brick built accommodation bridge, accessed from the towpath. It has an elliptical arch which spans the canal and towpath and leads down into fields on the north side. The bricks are likely to have been locally made, and the sides are topped with sandstone coping stones. In addition there is a brick string course on the outer faces. The surface of the bridge is now covered in grass and wildflowers. From the bridge there are views to the south east of the spire of St Bartholomew's rising above the canal, while to the west/north west are distant views of Bromsgrove and the spire of St John's across the intervening rural landscape, which sets this section of the canal firmly within a rural environment.

4.8.2 Bridge 56 to Upper Gambolds Bridge (Bridge 51) (Maps 2A & 2B)

Beyond bridge 56 the canal becomes enclosed on both sides by hedgerow, adding to the sense of isolation which the Canal has in its rural setting. The enclosed views to the south continue until Lock 56. On the northern bank is a modern or possibly a remodelling of an older property, which jars with the canal architecture, as its size and complicated roofs and design are at odds with the simplicity of the original canal side buildings.

Bridge 55 spans the Canal at London Road, and is of similar construction to Bridge 56, although there is evidence of bricks from the Black Country being used, and is accessed from the towpath. There is a small extension to the CA on the north side of the canal to the east of the London Road, which comprises the embankment between the road, Canal, and a claypit where material was removed to make bricks. Adjacent to these workings was the location of the Frisby Brickworks, which was in operation from the end of the 19th century until the early part of the 20th century, but had disappeared by the time of the 3rd Edition of the Ordnance Survey in 1927. There is no remaining evidence of the works or its wharf.



Bridge 55

By this point on the Canal the sound of traffic which was very much in evidence around Tardebigge Wharf, from the Alcester Road and the A448, has disappeared replaced by birdsong and running water, again emphasising the rural location.

Beyond Bridge 55 on the south side of the Canal is the Engine House (Grade II), an imposing industrial building constructed in red brick, beneath a pitched slate roof, originally with a number of cast iron windows, now mostly replaced with steel replicas, unfortunately with more domestic styled openings. The building has now been converted to flats having been used as a night club and a restaurant from the 1970s after being left vacant for a number of years.



Engine House



The Cottage adjacent to the Engine House

Since the construction of the Canal there had been on going issues regarding the maintenance of water supplies to keep the Canal functioning. Various proposals were considered over the years, and there were concerns regarding the reliance on the Birmingham Canal Navigations for water at the summit. In January 1822 it was decided to construct a reservoir at Tardebigge, together with an engine to pump water up to the summit level.

The Engine House was constructed around 1823, and the engine itself was supplied by the Horseley Iron Company, to be installed in March 1823, it would have arrived by canal from the Horseley works at Tipton. Unfortunately none of the machinery remains in the Engine House. A brick culvert, 3 feet in diameter was constructed at about the same time from the Engine House to the summit level beyond top lock.

The Tardebigge Reservoir, now a dominant grass banked structure to the south east of the towpath, was constructed on the site of the claypit and brick

kilns near Dial House Farm. Bricks from here were used in constructing the Canal. By July 1823 the reservoir was considered finished, it was deepened during 1824 to increase its capacity, and the dam was strengthened after extra land was obtained from the Earl of Plymouth. The capacity was further increased during 1826 by again strengthening and raising the embankment.

Adjacent to the Engine House is the Engine House Cottage, its history is unclear but it appears to have been constructed around the same time as the Engine House, possibly to house an employee to look after the equipment. It is constructed with its side elevation facing the Canal, and there is an original opening onto the tow path. Like the Engine House it is constructed in red brick beneath a pitched slate roof. It may originally have comprised a two bay, two storey cottage with a further two storey bay at Canal end, but on a lower ground and ground floor, the first floor at this end appears to have been added later and the use of blue engineering bricks might tie this part of the building into the works carried out by the SND Company post 1873.

There are views of the Engine House and cottage, nestled into a rural setting from London Road, looking north west, where it forms a striking feature in the landscape.



View from London Road

Moving down the Canal to the south west the main section of the Tardebigge Flight commences at Lock 57. Between Locks 56 and 55, there is little hedgerow revealing views of fields beyond the Canal to the west/north west, there are still no views to the south on the towpath side as a result of the hedgerow, although the land here is agricultural. After Lock 55 views to the west/north west are again obscured by hedgerow.

At Lock 54 there is another cottage again with the end elevation facing the Canal, but positioned largely below the Canal with the first floor at towpath level. Originally known as Brick Works Cottage, but now Reservoir Cottage, it was adjacent to the site from which clay was dug to make the bricks for the Canal. Like the other buildings along the Canal it was constructed in brick beneath a pitched slate roof. The rear of the building (north east elevation) has now been rendered, with the front and the elevation fronting the Canal remaining in brick. Access to the cottage still appears to be via the towpath,

although there is a track from London Road. The Tithe Apportionment notes two lock cottages here, both owned by the Canal Company, so it may for a time have been a lock cottage.



Reservoir Cottage

Between Locks 54 and 53 there are some partial views through the trees to the landscape beyond, but again this is largely over fields to the west/northwest with no long views beyond.



View around Locks 54 and 53 to west/north west

At Lock 53 is Reservoir Lock Cottage, one of the original lock keepers cottages, and like the other constructed on a thin strip of land adjacent to the towpath, in this case with the reservoir to the rear. The property was originally constructed in brick, now rendered beneath a pitched slate roof. The windows are now upvc, although the style is similar to the originals and there is a upvc conservatory to the rear.



Reservoir Lock Cottage

Views to the west continue to be obscured between Locks 53 and 51, although there is a view to the north east back towards the spire of St Bartholomew's from Lock 52. To the south is the embankment to the reservoir, described above. From the top of the embankment, which is easily accessible, are views over the reservoir to the south and the agricultural land beyond, including glimpses of the large agricultural buildings to Patchetts Farm. Historically the car park that now lies on the west side of the Canal opposite the reservoir was the wharf use by Patchetts Farm to load and unload agricultural produce and lime based fertilisers.



Site of Patchett's Farm Wharf



Looking to the north west from the top of the embankment at the south westerly end does allow long views over the immediate rural landscape with distant views of Bromsgrove, including the spire of St Johns, and beyond. Views from Bridge 54, a small accommodation bridge located to the west of Lock 50, are obscured due to intervening hedgerow and other undergrowth.



View towards Bromsgrove from Reservoir embankment



zoomed view

From Locks 49 to 38, views to the north/north west are predominantly obscured by the hedgerow along the off side of the Canal. There are however glimpsed views of the Spire of St John's in the distance at various points including just south west of Lock 46, around Lock 44 and from Bridge 52, to the west of Lock 45, although the views from here are more to the south east of Bromsgrove, due to the topography, in the vicinity of Finstall.

Views to the south remain largely obscured to the south due to the hedgerow running alongside the towpath. Between Locks 46 and 45 is another lock keepers cottage, constructed on a sliver of land adjacent to the towpath and like the other cottages is of whitewashed brick beneath a pitched slate roof.



Lock keepers Cottage

Adjacent to the Canal and just below Lock 43 is the Halfway House. This is a more classically proportioned building constructed in brick beneath a pitched slate roof with a range of outbuildings including a 20th century addition facing the Canal. An older house was replaced by the present building in 1830, the sandstone blocks used in the cellars apparently came down the Canal from the Dusthouse Quarries. For over 130 years it was a popular venue for boatman and local people. To the rear of the house, which contained the bar and other public rooms in addition to the private accommodation, were stables and a gate onto the towpath at Lock 43. The Halfway House was purchased by the then sitting tenants, the Thompson Family in 1946 from the Plymouth Estate, when much of their estate was sold off. It was run as a farm and pub until the 1960s when following the death of the then owner it was sold and has remained a private residence since.

On the off side of the Canal between locks 41 and 42 at Upper Gambolds Lane was Halfway Wharf. It was occupied by the Bromsgrove building firm Braziers from the late 19th century until the 1920s, and was used for the unloading and storage of bricks and other building materials from canal boats, before being moved to building sites. Braziers had obtained bricks from local Bromsgrove brickworks until the end of the 19th century, but following their closure purchased bricks from companies slightly further afield, such as Alvechurch and Tardebigge where brickworks were located on the canal side. Braziers ceased to use the wharf in 1924, as by this time transporting goods by road had become much more widespread.



Lock 41 and the site of Brazier's Wharf

4.8.3 Upper Gambolds to Bottom Lock (Lock 29) (Maps 3A & 3B)

Upper Gambolds Lane crosses the canal at this point, via Bridge 51. Below the bridge and between locks 40 and 39 is Halfway Lock Cottage. This cottage has remained relatively unaltered, apart from the addition of a storeroom at the right hand end early on in its existence. There are views from around this cottage to the south over open countryside towards the Malvern Hills. Views of the cottage itself are marred by a proliferation of radio masts.



Halfway Lock cottage

The Canal runs in a roughly south westerly direction from Bridge 51. From Lock 38 to Lock 33 there are views to the west north west, but only of fields, due to the topography and rising land there are no long views beyond. Bridge 50, a small accommodation bridge, is located between Locks 36 and 35. Like the other bridges it is constructed in brick with stone copings and a brick string course. It links fields on either side of the Canal and there is no access from the canal towpath. Views of the bridge from the tow path are harmed by a huge pipe which runs across the Canal adjacent to the bridge.

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As there is a relatively straight run down the Canal from Bridge 51, through seven of the Tardebigge Flight Locks, there is an impressive view of this part of the flight from the bridge which shows clearly how close the locks are and is a good indication of the engineering triumph achieved here.



View from Lock 51, looking south west

Between Locks 34 and Lock 33 the Canal bends and travels in a more north westerly direction, the land to the north also starts to level out at this point. The Grade II listed Stoke Court farmstead to the north west becomes visible as lock 33 is approached, and to the south west of Stoke Court a glimpsed view of the Buntsford Park Estate also becomes visible, although there are still fields in the foreground, confirming the impression that the built edge of Bromsgrove is still some distance away, and the Canal continues within its rural setting. The overwhelming sounds are still of birdsong and running water, rather than more urban sounds.



View towards the Stoke Farm Complex

To the south of the Canal, just past Lock 34, is a much extended cottage, which can be clearly seen on the 1840 Tithe Map suggesting that it dates back to the early part of the 19th century. The fact that it is listed as 'House

and Garden' on the Tithe Apportionment suggests that it was not a canal related building, and the landlord would appear to be a local landowner.

At lock 33 is a cantiliver bridge allowing access to the footpath beyond the offside. Views to the north west are obscured again between Locks 33 and 32, however an industrial shed is visible looking straight ahead along the Canal at Lock 32. It is however seen in the distance, visually separated from the Canal, which is seen in the foreground in its pastoral rural setting, with the next lock, a bridge and a lock keepers cottage coming into view, and forming an archetypal canal view. As one travels towards the next lock the shed disappears behind the bridge.



View from Lock 32

The lock keepers cottage between Locks 32 and 31 is a good example of this building type, having been carefully restored from a near derelict state by the Landmark Trust. Like the others further up the Canal it sits on a thin sliver of land adjacent to the towpath and this has largely determined its narrow form, being one room deep. It is constructed in painted brick beneath a pitched slate roof. The bay to the west, which was later, had to be rebuilt and has left been in unpainted brick.



Landmark Trust lock keepers cottage

Bridge 49 (Grade II) is another accommodation bridge and is of the same design as the others further up the Canal. The north west elevation is marred by large pipe attached to the structure. Beyond the bridge are clear views of the Stoke Court complex to the north, until just beyond Lock 29, where the Canal bends sharply to the south west. Lock 29 is the Bottom Lock in the Tardebigge Flight.



Bottom Lock

4.8.4 Lock 29 to Bridge 47, including the hamlet at Stoke Pound. (Maps 4A & 4B)

There are no further views towards Buntsford Park at this point, as the land rises slightly combined with intervening hedgerow. Beyond Lock 29 the Canal bends 45 degrees to the south west and the Queens Head comes into view, with the road bridge, Bridge 48 behind.

This area is now known as Stoke Pound and covers the short stretch of Canal crossed by the road bridges, 46, 47 and 48. The name is derived from a pound or enclosure for stray farm animals rather than a canal pound.

The principal landmark in this area is the Queens Head Pub adjacent to the Canal at Bridge 48. The Queen's Head was originally constructed around 1850 as two semi-detached cottages one being used as a shop and pub, with stables below, the other, known as Forge Cottage, was occupied for a number of years by a succession of blacksmiths who worked in a smithy on the canal wharf. In the 1970s the buildings were converted and extended into pub/restaurant business.



Queen's Head, Stoke Pound

The small hamlet around the junction of the Canal with Copyholt Lane and Sugarbrook Lane to the east of the Canal is also included within the Conservation Area. With the exception of one house all the buildings appear to be at the very least early 19th century with two dating back to the 17th century.



The earlier houses, The Old Barn and Tyebeams are both timber framed. The Old Barn comprises a linear building and would appear to be a converted barn with rendered panels, beneath a pitched tiled roof, set back from the road, behind a shallow front garden. The bay which currently contains the front door, still has the hinges which would have held the original barn doors.



The Old Barn

Tyebeams is a more modest structure, again partly timber framed with modern brick infill panels, but with a substantial stone and brick chimney to the front elevation. This building is set back from the road behind a garden and hedge.



Tyebeams

On the north side of the road, and at right angles to it are a pair of modest 19th century cottages, rendered beneath pitched concrete tiled roofs. The cottage furthest from the road has had a substantial extension creating a 'L' shaped building.

On the south east side of the road, to the north east of Tyebeams is a modern detached bungalow with a steeply pitched tiled roof and projecting gable to the front, set back behind a short front garden, and clearly visible from the road. The materials and design of the property, together with its spacious setting do allow it to blend in with its more historic neighbours.

To the north east of this house is a further brick built cottage with dormer windows set in a pitched tiled roof. It probably dates from the 18th century but has a substantial two storey flat roofed extension to the rear. It is set back from the road behind a short front garden and extensive planting.

There is a similar property on Sugarbrook Lane, but facing south west down Copyholt Lane, slightly larger and probably 19th century rather than 18th century. It is set back behind a short garden with a substantial hedge. A barn, of a similar age, sits on the road side and has been converted to garaging. To the east is a further early 19th century brick and tiled cottage set back from the road behind a generous garden.



Cottage Copyholt Lane

The properties are randomly located in their generous plots, interspersed with planting, giving a sense of a settlement which has developed organically over 3-400 years, typical of many rural settlements. It does however reinforce the rural setting of the Canal, passing through the countryside, past established but modest settlements.

Bridge 48 is a road bridge and carries Sugarbrook Lane over the Canal, access to the bridge can be gained from the Canal on the north east side. The bridge is similar to the accommodation bridges further up the canal, being constructed in brick, with stone copings, a brick string course and elliptical in shape. Beyond the bridge there are views to the west over open countryside which is generally level.

The Canal sweeps on in a south westerly direction towards Stoke Wharf. Lock 28 is the first lock in the Stoke Flight, a series of six locks, and is adjacent to Bridge 47, which was known as Thompsons Bridge named after Henry

Thompson who occupied the house and bridge adjacent to bridge and lock, which also contained a shop and subsequently a bakery.

4.8.5 Bridge 47 to Lock 24/Bridge 45 (Maps 5A & 5B)

Views to the west continue to be across open countryside, however looking north there are glimpses, through the trees, of a shed on the industrial park, but it is glimpsed in very much a rural context. To the west are views of the windmill at Avoncroft Museum.



Bridge 47

Beyond the Bridge the canal travels through the countryside with rural views on both sides, including views back towards the north east. There are views of houses, notably the early 20th century cottages, 4 pairs of semis which sit comfortably in the rural landscape, on Stoke Pound Lane, but this is a sparsely developed area.



Typical rural views on this stretch

Lock 27 lies immediately to the north east of Bridge 46, Whitford Bridge, which as noted above, has been rebuilt in blue brick and the road is supported

on metal girders. To the north east of the bridge is a row of cottages facing the road, and outside of the Conservation Area. Their relationship with the Canal is unclear. The 1840s Tithe Map shows a single dwelling, described in the Tithe Apportionment as a house and garden. By the 1880s the First Edition of the Ordnance Survey shows a row of cottages. Census returns from the 1880s indicate that the cottages were occupied by agricultural workers and not canal workers. These cottages are currently outside the Conservation Area, but their simple vernacular design complements the setting of the Area.



Bridge 46

To the south west of the bridge fronting the Canal are a further row of canal side cottages, different in form from the lock keepers cottages further north. The cottages form a terrace and are constructed in red brick laid in a variant of English garden wall bond, beneath pitched tiled roofs. They are positioned behind a low brick wall capped with rounded blue brick coping stones and rounded stone coping stones either side of the garden gates. The windows would have been timber casements but are now largely upvc. The cills to the first two cottages are stone, unfortunately the third cottage has had the stone cills replaced. The first floor windows have stone cills, while the ground floor windows have brick arched lintels. Historically the lock keeper for locks 23 to 28 occupied one of the cottages. All three cottages have maintained their original door cases and front doors, which give the terrace a less vernacular appearance than the other lock keeper cottages. All three were owned by the Canal Company at the time of the Tithe Map and were tenanted. From the cottages there are views across farmland to the north west/west, with views of the Clee Hills in the distance.



Canal cottages adjacent to Whitford Bridge

Beyond the cottages the Canal bends slightly more to the south west, and as Lock 26 is approached views to the west/north west and south/south west are obscured by hedgerow and trees on both sides of the Canal. Between Locks 26 and 25 breaks in the planting on the north/northwest bank allow distant views over country side in these directions, with views of isolated buildings in the distant foreground.



Rural views along this stretch of the canal

Trains are also visible on the railway line to the north/north west, which is beginning to converge with the Canal. In addition from Lock 25, looking west are the twentieth century houses on Hanbury Road, one of the few indications from the Canal that a larger settlement may be nearby, although these houses form a small group some distance from Bromsgrove.

Between Locks 25 and 24 views are again obscured by planting on both sides. There is the sound of the occasional passing train on the line to the north west in addition to the sounds of running water and birds.

Immediately to the south west of Lock 24 is bridge 45, an accommodation bridge connecting fields either side of the Canal, and is similar in design to those further up the Canal.



Bridge 45

4.8.6 Bridge 45, including Stoke Wharf to Bridge 42 including Stoke Works (Maps 6A & 6B)

Beyond the bridge the Canal widens out as one approaches Stoke Wharf. There are some permanent moorings on the north side and the Canal continues to feel enclosed at this point with trees along the north bank and along the back of the towpath. Bridge 44 has largely been rebuilt above the string course, with the addition of a twentieth century pedestrian bridge built against the original, to the east.



Approaching Stoke Wharf

Following the completion of the Canal in 1815 the decision was made to locate a maintenance depot at Stoke Wharf, Land was purchased in 1816 and maintenance buildings including a blacksmiths' shop, carpenters' workshop,

stores and a dry dock were subsequently constructed. These buildings largely ceased to be used for canal related maintenance in the 1920s following the construction of a new maintenance depot at Tardebigge between 1909 and 1911.

A number of the buildings are extant. Opposite Lock 23, Bottom Lock in the Stoke Flight, the first house now known as Wharf Cottage was originally the Weighbridge House and Toll Office. It is a double fronted building constructed in brick beneath a pitched tiled roof. The adjacent property, now divided in two comprises Wharf House and Bottom Lock, was probably constructed as a house by a James Hammond an early tenant of the wharf, and now comprises a rendered property beneath a pitched slate roof. Both properties at times combined their residential use with a grocery store use.



Wharf Cottage adjacent to Bottom Lock, originally Weighbridge House and toll office

Directly fronting the Canal is a two storey brick built building beneath a pitched slate roof, now used as the office for Black Prince Holidays. This was one of the original wharf buildings and is clearly shown on the 1840 Tithe Map, but would appear to have been considerably altered. To the rear of this building and to the north east of the houses are some modern workshop buildings sitting more or less on the foot print of some much older workshops, and the Tithe Map apportionment does refer to further warehouses and wharves in this area. At the entrance to the Wharf at the north east end, on the canal, is a small triangular shaped basin, which dates back to the construction of the Canal. Beyond this to the east is a poly tunnel like modern canal maintenance building built against the northern bank. During the winter months this wharf is full of narrow boats owned by the holiday company.



Stoke Wharf



Facing north east along the Canal just beyond Bridge 44, is an imposing symmetrical double fronted building, a regency box with a hipped roof, overlooking both the Canal and the Wharf. Originally constructed in brick, with a stucco front, imitating ashlar stone, beneath a hipped slate roof with sash windows, it has now been rendered on all sides, the roof replaced with synthetic slates and the windows replaced with upvc. Its original grandeur is still apparent. Bridge House, as it was known, was constructed in the later part of the 19th century for W F Hobrough by the SND Company when he was appointed as Engineer of the W&B and Droitwich Canals.



Bridge House

Along the Hanbury Road, the five houses of Navigation Row were built in 1849 for canal employees, usually a lock keeper and maintenance men and their families. Although simple workers cottages, constructed in brick beneath pitched slate roofs, interest has been added with the use of red headers and blue brick stretchers in the Flemish bond brick work; each house is separated

from its neighbour by a small projecting blue brick pilaster; and there is a small gothic niche with the date stone of 1849. Unfortunately the original windows and doors have been replaced with upvc copies and chimneys have been rebuilt.



Navigation Row

To the north of the cottages is the Navigation Inn, which dates back to the early 19th century, and is clearly visible on the 1840 Tithe Map. The building is a substantial, two storey, double fronted property, rendered, beneath a pitched slate roof. There are sash windows to the first floor front, with bay windows to the ground floor which may be later additions. To the south of the building are the remains of the extensive stabling. To the north, but outside the Conservation Area, is the extensive carpark, necessary for a business of this kind, but it does little to contribute to the setting of the Conservation Area.



Navigation Inn

To the rear of Bridge House but outside of the Conservation Area on the north side of the Canal are a series of buildings which are 19th century in origin, although they have been much altered over the 20th century, they have remained in a variety of light industrial uses. The 1840s Tithe Map indicates that there were a number of Canal Company buildings here including, stables offices, as well as a blacksmiths, carpenters yard and stores. The original uses of the building are no longer clear.

The area around Stoke Wharf is self-contained with no distant views out of the vicinity largely due to the built form to the north /west and south west. A screen of trees hinders views to the south east and heading away to the south along Hanbury Road. There are views back along the canal to the east, where it bends away slightly further to the east. There are glimpses of passing trains as the line runs to the north east of the Navigation Inn.



View along Hanbury Road looking north west at Bridge 44



View from Bridge 44 looking eastwards along the canal

In comparison to further up the Canal, to the north east, there is a significant amount of traffic noise, as well as the sound of passing trains, although these are comparatively quiet and not as intrusive as the road traffic. The sound of traffic diminishes quickly to a distant hum not far away from the road bridge, at the far end of the wharf heading north easterly.

Beyond the Hanbury Road the Canal continues in a south westerly direction, however the setting changes noticeably, from a rural area to one comprising business units and light industry. To the north are the units described above, and to the south is a business park/light industry estate. The industrial buildings to the north have existed since the construction of the Canal, although they were significantly smaller in scale throughout the 19th century. The Canal uses were relocated to Tardebigge in the 1920s and it is likely that the buildings were altered and extended after this time. The south side of the Canal only began to be developed in the 1950s, original as an engineering works which has now been replaced with relatively modern, but architecturally undistinguished B1 units.



The more commercial setting of the canal to the north west of Bridge 44

The north side does remind us of the industrial past of some aspects of canal life, although within the C A as a whole these pockets were relatively small. There were however, wharves distributed along the canal at regular intervals in the 19th century and early 20th century, but most have disappeared altogether.

Where the Canal bends marginally in a south south/westerly direction development peters out on the north side, with a late 20th century building, residential in appearance with a warehouse unit behind. Views are then obscured in a westerly direction on the far bank by hedgerow and rough planting. This reinstates the sense of a rural setting again in this direction.

The B1 use buildings continue on the south east until Bridge 43. This comprises a modern concrete bridge constructed to the east of the brick abutments to the original bridge. Historically the original bridge was an accommodation bridge which probably connected fields, although by the mid-19th century was connecting the John Corbett Salt Works which was located on either side of the Canal from this point until Bridge 42 at Weston Hall Road.



The reinstatement of the rural setting on the north west bank

The John Corbett Salt Works was located on both sides of the Canal, the salt industry having developed from the early 19th century. It made use of the Canal and later the railway for the transportation of salt as well as coal and building materials for use in the works. Salt extraction at the site ceased in the mid-20th century and the buildings were gradually redeveloped to make way for the subsequent use of the site for latex production. While in the ownership of ICI it was known as the Polymer Latex site. Unfortunately there are no buildings on the site relating back to the John Corbett Salt works, although the brine reservoir to the east and the remains of the freshwater reservoir remain, neither fall within the boundary of the Conservation Area. The only remnants within the Conservation Area, are where the towpath forms a bridge over the remains of the Canal Arm which accessed the site. The bridge was constructed in brick with sandstone coping stones, with deep grooves where ropes which were used to pull the barges have cut in. The remains of the original setts were partially extant until relatively recently on the top section of the bridge. They have regrettably been removed by Barratts, who are developing the neighbouring site for housing. The canal arm itself has recently been blocked off, as part of the redevelopment of this site by Barretts. The north west side of the Canal has retained its industrial uses, but now in modern units.



The canal arm bridge at the old Salt works site with the setts to the left before their removal, and the rope marks to the right.

The setting of this stretch of the Canal contrasts with the run to the north/east and that beyond Stoke Works, with the rural aspect replaced by more built form. This area has an industrial past compared to the remainder of the Canal within the CA. 19th century images show an extensive industrial complex on both sides of the Canal at Stoke Works. This development is however surrounded by fields, and to the east side of the Canal there was an area of market gardens between the towpath and the works itself, at the Weston Hall Road end. The industry was solely here due to the existence of salt deposits. This industrial use has continued, less intensely on the west side of the Canal and has become more of a business park further up near to Stoke Wharf, as industry has dwindled in this area, reflecting the wider British economy and industrial sector. Interestingly the Stoke Works Site, which started with the John Corbett empire gave way to a 20th century industrial plant has now been replaced by a 21st century housing estate. This site is nearing completion (2019) and comprises non-descript brick and render houses with pitched concrete tiled roofs, typical of the mass housebuilders.



Commercial buildings opposite the Salt Works site, on the north west side of the canal

4.8.7 Bridge 42 to Astwood Lane (Maps 7A & 7B)

The area around the junction of Shaw Lane and Weston Hall Road is known as Stoke Works, as the village grew up following the creation and development of the salt works on both sides of the Canal north of Shaw Lane/Weston Hall Road bridge, Bridge 42.

John Corbett was responsible for the construction of workers cottages and other buildings, including a Methodist chapel and school. With the exception of the school and Jubilee Terrace the buildings have now been demolished. From Weston Hall Road the Canal which has been turning progressively in a more south westerly direction, is almost running in a southerly direction. Also from this point it runs parallel with Shaw Lane, and the CA extends across Shaw Lane to incorporate the school building, which has now been converted to several residential units. The school was constructed in 1871-2 to designs by Matthew Bohill, in a pale red brick, beneath steeply pitched slate roofs. At the southern end was a two storey teacher's house.



The school now converted to residential

In addition the CA, from Weston Hall Road also includes the land on the north west side between the Canal and Shaw Road. In terms of structures this includes The Boat and Railway Inn and adjacent house, originally a shop. The Boat and Railway Inn was constructed around the 1820s to serve both boatmen and the workers at the salt works. It has survived in almost the same form although the adjacent corner shop is now Bridge Cottage.



The Boat and Railway, Stoke Works

On the west side of Shaw Lane, south of the old school building, is a development of modern housing which dates to the final quarter of the 20th century and replaced Sagebury Terrace, the workers cottages constructed by John Corbett. The CA has a more suburban feel at this point as a result of this modern housing, although the development only extends as far as the railway which continues to be almost parallel with the Canal and 100m away. To the east there are views over open countryside, so despite the suburban outlook on the west side of the canal, there is still a sense of being on the edge of the settlement, and the setting of the Canal is predominantly rural again.

As the Canal continues southwards there are a further two properties on the west bank. One, at right angles to the canal is clearly 19th century, and is noted on the 1840 Tithe Map, although it was not directly connected to the canal. Beyond a modern house to the south are a run of 19th century buildings. The first now converted to residential use was a pub, and is described on the Tithe Map as The Crown Inn and coal wharf.



19th century canal side property

The next group of buildings are Jubilee Terrace, the only remaining block of houses constructed by John Corbett. These have been modernised with rear extensions added, facing the Canal, containing kitchens and bathrooms. The small rear gardens back directly onto the Canal. The modest nature of these buildings compares with the lock keepers cottages further up the Canal. Although unlike the lock keepers cottages they face the road with the rear elevations facing the Canal behind small gardens and the paraphernalia of modern living.



Rear of Jubilee Terrace

The final buildings in this stretch of the settlement lie at right angles to the Canal. The Tithe Map suggests that there were originally four cottages here, with one or maybe two converted into a pub, The Butchers Arms in the early part of the 20th century, before being converted back to cottages. The Butchers Arms reputedly served workers from the Canal and nearby Stoke Works. These buildings with an association with John Corbett and the historic workings of the Canal fall into the Conservation Area

Beyond these houses to the west on the far side of Shaw Lane, the modern houses peter out. South of Butchers Row there are a few non-descript 1960s houses backing onto the Canal, before the Canal continues southwards into the countryside again to Bridge 41, Astwood Bridge at Astwood Lane, where Bromsgrove District meets Wychavon and it marks the southern boundary of the Conservation Area.



The rural setting of the canal at the southern end of the Conservation Area

This end point to the Conservation Area sits in relatively open countryside with buildings on both sides of the Canal on Astwood Lane comprising a small hamlet of farms and a few cottages, including a short run at right angles on the west which date from the late 19th century. The sparseness of the development and agricultural nature of the farm buildings to the east of the Canal reinforce the rural character.



Dwellings to the west of the Canal at Astwood Lane, outside of the boundary of the Conservation Area

5.0 Summary of Issues

The Canal itself is in good condition and well maintained. The C&RT carry out regular maintenance work, and there is a programme of repair work and lock

gate replacement, which does involve some winter closures of stretches of the Canal. Overall there is a high survival rate of canal related structures.

There are pressures for development on sites outside of the Conservation Area but clearly within its rural setting, which if they came to fruition could detract from the largely unaltered rural setting of the CA which would harm its significance. The 20th Century housing in the proximity of the Conservation Area in Stoke Works has created a suburban intrusion in the rural character of the Area, and this is likely to be reinforced by the development on the Polymer Latex Site, currently under construction.

There has been a loss of some architectural detail to the historic canal related buildings notably the replacement of timber windows with upvc or inappropriately designed windows.

There have been some poorly designed extensions, some may predate the conservation area designation, or they are attached to buildings outside the CA but within its setting.

Although a significant number of canal related buildings and structures are listed there are also a large number which are of local importance. These need to be formally identified so that their significance is recognised in future planning decisions.

The Canal is a well-used leisure resource but bearing in mind its close proximity to Bromsgrove could be promoted more widely.

6.0 Management and Enhancement Proposals

A draft Conservation Management Plan for the Worcester & Birmingham Canal Conservation Area is attached to this document. It outlines the main issues which need to be addressed in conserving the Conservation Area. It should be made clear that the Council cannot give a definite commitment to undertake these tasks, which will ultimately depend on future financial and staff resources.

The main management issues which need to be addressed are:

- Pressure for development within the setting of the Conservation Area
- Loss of historic detailing
- Modern extensions
- Locally listed buildings
- Promote the wider use of the Canal as a leisure resource

7.0 Public Consultation

This document will be subject to a eight week public consultation period during 2019 to gather views on the assessment of the area and boundary

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reviews' proposals. The comments received shall be summarised and included in the final version of the document for public interest.

CONSERVATION MANAGEMENT PLAN

Introduction

1.1 Purpose

1.1.1 The purpose of this Conservation Management Plan is to provide a clear strategy for the management of W&B Canal Conservation Area in a way that will protect and enhance its character and appearance. It should be read in conjunction with the W&B Canal Conservation Area Appraisal (June 2019) in which the character and special interest of the Conservation Area was identified, along with the features and other issues that currently compromise or detract from its character and appearance.

1.1.2 Section 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities to draw up and publish proposals for the preservation and enhancement of its conservation areas. The Conservation Management Plan is intended to provide guidance to those involved in dealing with development and change not only within the Conservation Area but also in respect of its setting. The Plan sets out policies to maintain and reinforce the character of the Conservation Area but also to guide and manage change and in particular to respond to the threats to the character which have been defined in the appraisal. It also outlines the resources required for implementation and provides for monitoring and review. The Conservation Management Plan has been prepared in accordance with national policy contained in the NPPF, The NPPG, and the most recent guidance from Historic England, 'Conservation Area Designation, Appraisal and Management', Advice Note 1 (2019).

1.2 Public Consultation

Public consultation will be carried out prior to the adoption of the Conservation Management Plan

1.3 Status of the Conservation Management plan

The Conservation Management Plan will be used as a technical document to provide guidance for owners in the Conservation Area. It will inform and guide the development control process and policy formation it is intended that following a period of public consultation it will be formally adopted by Bromsgrove District Council.

2.0 Planning Policy Context

2.1 The Conservation Management Plan lies within a framework of local and national planning policy for the historic environment. General planning policies and proposals for the control of development and use of land within conservation areas can be found in the Bromsgrove District Plan 2011 - 2030 (Adopted in January 2017). The historic environment policies are detailed in Appendix 4.

- 2.2 This policy framework, along with national policy guidance contained in the National Planning Policy Framework (NPPF) 2018 and National Planning Policy Guidance (NPPG) will be used to further the preservation and enhancement of the character of the Conservation Area.

3.0 Summary of Special Interest, Issues and Opportunities

3.1 Special Interest

The special interest of a Conservation Area is defined by more than its appearance and includes the atmosphere, texture, sense of place and setting as well as more obvious qualities such as groups of historic buildings.

Notable buildings and the spaces between buildings set an overall context for an area, but a designated Conservation Area should be more than just a collection of attractive buildings.

- The W&B Canal Conservation Area covers the W&B Canal from the Southern Portal of the Tardebigge Tunnel to Bridge 41 at Astwood Lane. For most of its length it covers just the Canal and towpath. It expands out at various points to incorporate canal related development, in addition to the historic hamlet at Stoke Prior.
- In the context of the Midlands the W & B Canal is of considerable architectural, historic and scenic interest. The influence of canals was phenomenal, completely revolutionising industrial transportation.
- The Canal was important in connecting the Black Country and its coal deposits with Worcester and the River Severn, as well as enhancing more local trading.
- The W & B Canal is an example of a heroic canal, cutting through the landscape rather than going around obstacles in the way. The Tardebigge Tunnel cutting through the bedrock, and the Tardebigge Flight descending 217 feet through 30 locks, the longest number of locks in so short a distance in the country, illustrate this.
- Many of the original features of the Canal including wharves, warehouses and associated buildings, bridges, locks and lock keepers cottages, have been retained. Buildings at both Tardebigge and Stoke Wharves are still in canal related uses. The lock cottages and other residential buildings, despite now being privately owned, are still legible as canal related infrastructure, having not been subjected to major alterations.
- A high proportion of the canal related structures are listed, including the locks in the Tardebigge Flight, bridges and canal related buildings, underlying their historic and architectural importance.

- The Canal's long sinuous form cuts a swathe through the rural environment, notably the stretch from Tardebigge to Stoke Wharf which has changed little since it was constructed at the beginning of the 19th century. The suburbs of Birmingham including Selly Oak and Kings Norton and the Worcester end of the Canal would have been equally rural at the time of construction but have changed beyond recognition unlike this stretch of the Canal. Parts of Bromsgrove are visible at certain points, but despite the expansion of the town, in long views it remains visually separated by countryside.
- The curving course of the Canal adds significant visual interest and provides constantly changing vistas, including at certain points views of Bromsgrove, especially the spire of St Johns in the distance. There is however a high degree of rural separation of the town from the Canal. There are also views up to St Bartholomew's.
- Canalside trees and hedgerow form boundaries along the canal especially on the towpath side resulting in an enclosed setting to the canal in places. The lack of traffic noise, and the sounds of running water and birdsong reinforce the rural setting.
- The Inaugural meeting of The Inland Waterways Association, founded by LTC Rolt (author of Narrowboat), Charles Hadfield and Robert Aickman was held on board Cressy, Rolt's narrowboat while it was berthed at Tardebigge The IWA played a major role in saving the canal network in this country.
- The use of the canal today is largely for leisure purposes, including, walking, cycling, fishing, in addition to boating. It is, however, a well-used leisure resource. It is easily accessible with access points from all the road bridges and various footpaths onto the towpath.

3.2 Summary of Issues

The appraisal has highlighted the following problems and pressures in the Worcester & Birmingham Conservation Area;

- Pressure for development within the setting of the Conservation Area
- Loss of historic detailing
- Modern extensions
- Locally listed buildings
- Promote the wider use of the Canal as a leisure resource

4.0 Conservation Management Proposals

4.1 Introduction

The following strategies have been identified as ways in which to protect and enhance the character and significance of the Conservation Area, by addressing the negative features identified above. The proposed action points are in accordance with national policy guidance and local policies, and follow on from the Conservation Area Appraisal.

4.2 Pressure for development within the setting of the Conservation Area

4.2.1 Issues

There are pressures for development on sites outside of the Conservation Area, as noted in the introduction to the Conservation Area Appraisal but clearly within its rural setting, which if they came to fruition could detract from the largely unaltered rural setting of the Conservation Area which would harm its significance.

4.2.2 Proposed Action

- The impact of potential development on the significance of the Conservation Area should be fully considered.
- The potential impact on the setting of the Conservation Area should be assessed by carrying out a full setting assessment following the Historic England guidance in The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning: 3 (2nd Edition)
- New proposals should be determined in accordance with Bromsgrove District Plan Policies; policies in the NPPF; guidance in the NPPG; and guidance produced by Historic England.
- The location of development should be carefully considered to protect important views and the existing rural landscape which enhances the significance of the Conservation Area
- New development on sites in close proximity to the Conservation Area can have a negative impact on the setting of the Area. Should such sites come forward consideration should be given to the setting of the Conservation Area, appropriateness of the location and siting of the new development, as well as materials and scale. Importantly developers must consider how schemes address the Canal itself, and should draw on historical precedence.

4.3 Loss of historic detailing

4.3.1 Issues

There has been a loss of some architectural detail to the historic canal related buildings notably the replacement of timber windows with upvc or inappropriately designed windows. Other fittings that are often replaced are doors and rainwater goods. The loss of such details although individually insignificant, cumulatively can have a negative impact on the character of the conservation area

• 4.3.2 Proposed Action

- Undertake a photographic survey of all the properties in the Conservation Area from the road and other public vantage points. This will provide a record of the condition and appearance of each property, which would be useful in any future enforcement situations.
- Investigate the possibility of introducing an Article 4 direction to control alterations to windows and doors, on historic buildings only.
- The reinstatement of historic detailing will be encouraged where opportunities arise through development proposals.

4.4 Modern extensions

4.4.1 Issues

There have been some poorly designed extensions, some may predate the Conservation Area designation, or they are attached to buildings outside the Conservation Area but within its setting.

4.4.2 Proposed Action

- New proposals should be assessed in accordance with the policies in the Bromsgrove District Plan; policies in the NPPF; guidance in the NPPG; and guidance produced by Historic England, to ensure that new schemes and extensions are well integrated into the historic environment, and enhance the character, appearance and setting of the Conservation Area.
- New building, including alterations and extensions should be carried out in sympathy with existing styles, therefore continuing the tradition of adapting to change. Consideration should be given to appropriate design form, materials and scale to reflect the character of the historic buildings within the Conservation Area.
- Where opportunities arise, as a result of development proposals, improvements to existing buildings should be sought.
- The position of development should be carefully considered to protect important views

4.5 Local Heritage List

4.5.1 Issue

The Conservation Area has a number of historic buildings and structures, and 42 are statutorily listed or designated heritage assets. There are, as noted in the appraisal, a number of other heritage assets which are of local importance rather than national importance. The additional of these assets to the local list would reinforce their importance.

4.5.2 Proposed Action

- Work with the local residents and other interested parties to identify candidates for addition to the local list. A list of potential candidates has been identified in the character appraisal, see Appendix 3

4.6 Promote the wider use of the Canal as a leisure resource

4.6.1 Issue

The Canal is a well-used leisure resource but bearing in mind its close proximity to Bromsgrove could be promoted more widely.

4.6.2 Proposed Action

- Work with the NWEDR Team and the Canal and Rivers Trust to further promote the use of the canal as a leisure resource.

5.0 Proposed Listed Building Consent Order

The Ministry of Housing, Communities & Local Government (MHCLG) is currently considering a proposed draft national Listed Building Consent Order (LBCO), which would, if approved by Parliament, grant listed building consent for certain specified works of alteration or extension to certain listed buildings in England owned, controlled or managed by the Canal & River Trust (largely canal locks and lock gates, and canal bridges).

The intention is to reduce the unnecessary burden on the Canal & River Trust, as the nominated protector of this important national industrial heritage, of having to make separate listed building consent applications for this type of work, and the related burden on local planning authorities of having to determine them.

The LBCO will mean that the Canal & River Trust will not have to apply to each local planning authority separately for listed building consent for these specified works every time they are required. The works will be carried out subject to a methodology agreed with Historic England.

6.0 Monitoring

The monitoring of the condition of the Conservation Area over the lifetime of the Management Plan and beyond will be essential to establishing the success of the plan.

The following are proposed;

Bromsgrove District Council will work actively with building owners and occupiers in pre planning application discussions to achieve the best design solutions.

Bromsgrove District Council will carry out a photographic Survey of all the buildings in the Conservation Area to aid monitoring, and in particular to aid enforcement action. The photographs will be taken from the road or other public vantage points.

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Bromsgrove District Council will ensure that appropriate enforcement action is taken, to preserve the character of the Conservation Area. Defined timescales will be pursued.

Subject to available resources, the Conservation Area will be reviewed on a four yearly basis and the Conservation Area Appraisal and Management Plan will be updated where necessary.

The successful management of the Conservation Area will depend not only on the commitment of the local planning authority, but also other stakeholders especially those who work and live in the area.

General advice on all matters related to the historic environment, including Conservation areas and listed buildings can be obtained from the Conservation Officer

Appendix 1: List of Properties within the Worcester and Birmingham Conservation Area

List of Addresses within The Worcester and Birmingham Canal Conservation Area

6B Jubilee Terrace Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EN
6 Jubilee Terrace Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EN
3 Butchers Row Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EQ Bridge
House Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EQ 9 Jubilee Terrace
Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EN 1 Butchers Row Shaw Lane
Stoke Prior Bromsgrove Worcestershire B60 4EQ
6A Jubilee Terrace Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EN
Jubilee Terrace Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EN
2 Butchers Row Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EQ
10 Jubilee Terrace Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EN
4 Butchers Row Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EQ
11 Jubilee Terrace Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EN
7 Jubilee Terrace Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EN
8 Jubilee Terrace Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EN
201 Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EQ
10 John Corbett Way Stoke Prior Worcestershire B60 4FJ
7 John Corbett Way Stoke Prior Worcestershire B60 4FJ
4 John Corbett Way Stoke Prior Worcestershire B60 4FJ
1 John Corbett Way Stoke Prior Worcestershire B60 4FJ
11 John Corbett Way Stoke Prior Worcestershire B60 4FJ
9 John Corbett Way Stoke Prior Worcestershire B60 4FJ
8 John Corbett Way Stoke Prior Worcestershire B60 4FJ
6 John Corbett Way Stoke Prior Worcestershire B60 4FJ
5 John Corbett Way Stoke Prior Worcestershire B60 4FJ
3 John Corbett Way Stoke Prior Worcestershire B60 4FJ
2 John Corbett Way Stoke Prior Worcestershire B60 4FJ
Bridge Cottage Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EQ
Butchers Arms [ph] Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EQ
Boat And Railway Inn Shaw Lane Stoke Prior Bromsgrove Worcestershire B60 4EQ
Area Museums Hanbury Road Bromsgrove Worcestershire B60 4AD

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Langs Motors Metal And Ores Industrial Estate 138 Hanbury Road Stoke Prior Bromsgrove
Worcestershire B60 4JZ

Witherford Motors Metal And Ores Industrial Estate 138 Hanbury Road Stoke Prior
Bromsgrove Worcestershire B60 4JZ

Flat 138 Hanbury Road Stoke Prior Bromsgrove Worcestershire B60 4JZ Bottom Lock
Hanbury Road Bromsgrove Worcestershire B60 4LA

The Priory Gallery Canalside Craft Centre Hanbury Road Stoke Prior Worcestershire B60 JZ

Coach House Craft 1 Metal And Ores Industrial Estate 138 Hanbury Road Stoke Prior
Bromsgrove Worcestershire B60 4JZ

Canalside Craft Centre Hanbury Road Stoke Prior Bromsgrove Worcestershire B60 4JZ

136 Hanbury Road Stoke Prior Bromsgrove Worcestershire B60 4JZ

Canal Cottage 71 Hanbury Road Bromsgrove Worcestershire B60 4LA

Managers Accommodation 57 Hanbury Road Stoke Prior Worcestershire B60 4LB

Navigation Inn 57 Hanbury Road Stoke Prior Worcestershire B60 4LB

69 Hanbury Road Stoke Prior Worcestershire B60 4LB

61 Hanbury Road Stoke Prior Worcestershire B60 4LB

63 Hanbury Road Stoke Prior Worcestershire B60 4LB

67 Hanbury Road Stoke Prior Worcestershire B60 4LB

65 Hanbury Road Stoke Prior Worcestershire B60 4LB

59 Hanbury Road Stoke Prior Worcestershire B60 4LB

Narrow Boat Dragonfly Black Prince Holidays Ltd Hanbury Road Stoke Prior Bromsgrove
Worcestershire B60 4LA

Bottom Lock Cottage Hanbury Road Bromsgrove Worcestershire B60 4LA

Stoke Wharf Hanbury Road Stoke Prior Bromsgrove Worcestershire B60 4LA

The Wharf House Hanbury Road Stoke Prior Bromsgrove Worcestershire B60 4LA

Flat Above 57 Hanbury Road Stoke Prior Bromsgrove Worcestershire B60 4LB 3 Canal
Cottage Whitford Bridge Road Stoke Prior Bromsgrove Worcestershire B60 4HE

2 Canal Cottage Whitford Bridge Road Stoke Prior Bromsgrove Worcestershire B60 4HE

1 Canal Cottage Whitford Bridge Road Stoke Prior Bromsgrove Worcestershire B60 4HE

Canal Cottage Whitford Bridge Road Stoke Prior Bromsgrove Worcestershire B60 4HE

Land Adjacent To Stoke Pound Cottages Stoke Pound Lane Stoke Prior Worcestershire B60
4LH

2 Stoke Pound Lane Stoke Prior Bromsgrove Worcestershire B60 4LH Gerrys Lock
Cottage Stoke Pound Lane Stoke Prior Bromsgrove Worcestershire B60 4LH

Stoke Pound Cottages Stoke Pound Lane Stoke Prior Bromsgrove Worcestershire B60 4LH

1 Stoke Pound Cottages Stoke Pound Lane Stoke Prior Bromsgrove Worcestershire B60
4LH

Wayside Copyholt Lane Redditch Bromsgrove Worcestershire B60 3AX
2 Stoke Pound Cottages Stoke Pound Lane Stoke Prior Bromsgrove Worcestershire B60 4LH
Headcorn Stoke Pound Lane Stoke Prior Bromsgrove Worcestershire B60 4LH Top Lock Cottage Stoke Pound Lane Stoke Prior Bromsgrove Worcestershire B60 4LH
Tyebeams Stoke Pound Lane Stoke Prior Bromsgrove Worcestershire B60 4LH The Old Barn Stoke Pound Lane Stoke Prior Bromsgrove Worcestershire B60 4LH
The Bungalow Stoke Pound Lane Stoke Prior Bromsgrove Worcestershire B60 4LH
The Queens Head [ph] Sugarbrook Lane Stoke Pound Bromsgrove Worcestershire B60 3AU
South View Copyholt Lane Redditch Bromsgrove Worcestershire B60 3AX Flat 1
Queens Head Sugarbrook Lane Stoke Pound Bromsgrove Worcestershire B60 3AU
Hilborough Copyholt Lane Redditch Bromsgrove Worcestershire B60 3AX Top Flight Cottage Sugarbrook Lane Stoke Pound Bromsgrove Worcestershire B60 3AU
Dell Cottage Copyholt Lane Redditch Bromsgrove Worcestershire B60 3AY Halfway Lock Cottage Upper Gambolds Lane Stoke Pound Bromsgrove Worcestershire B60 3HB
Halfway House Upper Gambolds Lane Stoke Pound Bromsgrove Worcestershire B60 3HB
Halfway Barn Upper Gambolds Lane Stoke Pound Bromsgrove Worcestershire B60 3HB
Reservoir Lock Cottage London Lane Tardebigge Bromsgrove Worcestershire B60 3AG
Reservoir Cottage London Lane Tardebigge Bromsgrove Worcestershire B60 3AG
Tylers Lock London Lane Tardebigge Bromsgrove Worcestershire B60 3AG
The Engine House Tylers Lock London Lane Tardebigge Bromsgrove Worcestershire B60 3AG
Waters Lip Tylers Lock London Lane Tardebigge Bromsgrove Worcestershire B60 3AG
Lock Haven Tylers Lock London Lane Tardebigge Bromsgrove Worcestershire B60 3AG
Lockside Tylers Lock London Lane Tardebigge Bromsgrove Worcestershire B60 3AG
Dial House East London Lane Tardebigge Bromsgrove Worcestershire B60 3AG
Top Lock House New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF New Wharf Alcester Road Tardebigge Bromsgrove Worcestershire B60 1NF Precision Dies And Tools Ltd New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF
2 Tug Cottages Alcester Road Tardebigge Bromsgrove Worcestershire B60 1NE
1 Tug Cottages Alcester Road Tardebigge Bromsgrove Worcestershire B60 1NE
3 Tug Cottages Alcester Road Tardebigge Bromsgrove Worcestershire B60 1NE
Narrow Boat Dream Catcher New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF
Wharfinger Cottage New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF
British Waterways Alcester Road Tardebigge Bromsgrove Worcestershire B60 1NE
New Wharf House New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF
The Millhouse New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF

5 New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF

4 Tug Cottages Alcester Road Tardebigge Bromsgrove Worcestershire B60 1NE

Inspectors House New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF 3 New

Wharf Tardebigge Bromsgrove Worcestershire B60 1NF

4 New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF

Narrow Boat Thelma 2 New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF

Narrow Boat Rosa Canina New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF

British Waterways Depot New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF

1 New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF

2 New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF

Plymouth House Alcester Road Tardebigge Bromsgrove Worcestershire B60 1NE

Plymcot 1 Alcester Road Tardebigge Bromsgrove Worcestershire B60 1NE Tug Cottages

Alcester Road Tardebigge Bromsgrove Worcestershire B60 1NE

Appendix 2: Listed Buildings and structures within the Worcester and Birmingham Conservation Area

Lock 29 Worcester & Birmingham Canal	II
Lock 30 Worcester & Birmingham Canal	II
Lock 31 Worcester & Birmingham Canal	II
Lock 32 Worcester & Birmingham Canal	II
Lock 33 Worcester & Birmingham Canal	II
Lock 34 Worcester & Birmingham Canal	II
Lock 35 Worcester & Birmingham Canal	II
Lock 36 Worcester & Birmingham Canal	II
Lock 37 Worcester & Birmingham Canal	II
Lock 38 Worcester & Birmingham Canal	II
Lock 39 Worcester & Birmingham Canal	II
Lock 40 Worcester & Birmingham Canal	II
Lock 41 Worcester & Birmingham Canal	II
Lock 42 Worcester & Birmingham Canal	II
Lock 43 Worcester & Birmingham Canal	II
Lock 44 Worcester & Birmingham Canal	II
Lock 45 Worcester & Birmingham Canal	II
Lock 46 Worcester & Birmingham Canal	II
Lock 47 Worcester & Birmingham Canal	II
Lock 48 Worcester & Birmingham Canal	II
Lock 49 Worcester & Birmingham Canal	II
Lock 50 Worcester & Birmingham Canal	II
Lock 51 Worcester & Birmingham Canal	II
Lock 52 Worcester & Birmingham Canal	II
Lock 53 Worcester & Birmingham Canal	II
Lock 54 Worcester & Birmingham Canal	II
Lock 55 Worcester and Birmingham Canal	II
Lock 56 Worcester and Birmingham Canal	II
Lock 57 Worcester and Birmingham Canal	II
Lock 58 incl. side pond retaining wall and sluice to S	II
Bridge 48 Worcester & Birmingham Canal	II
Bridge 49 Worcester & Birmingham Canal	II
Bridge 50 Worcester & Birmingham Canal	II
Bridge between locks 44 & 45 Worcester & Birmingham Canal (Bridge 52)	II
Bridge between locks 49 & 50 Worcester & Birmingham Canal (Bridge 54)	II
Bridge 55 Worcester and Birmingham Canal	II
Canal Bridge 100m WSW of Lock 58 Worcester and Birmingham Canal (Bridge 56)	II
II	
Plymouth House Alcester Road	II
Lock Cottage at Lock 58 Worcester and Birmingham Canal	II
The Old Engine House Worcester and Birmingham Canal	II
Workshops 75m SW of S porch of Tardebigge Tunnel	II
South portal of the Tardebigge Tunnel Worcester and Birmingham Canal	II
II	

Appendix 3 Candidates for the Local Heritage List

Former carpenter's shop Blacksmith shop and store Tardebigge Basin
Former Stables Tardebigge Basin
Former Fitters Shop Tardebigge Basin
The Office Tardebigge Basin
Former Blacksmith's Shop Tardebigge Basin
The Former Timber store and Mill Tardebigge Basin
Machine House Tardebigge Basin
Adj to Machine House Tardebigge Basin
Wharf Cottage Tardebigge Basin Cottage Tardebigge Basin
Cottage Tardebigge Basin 1 – 4 Tug Row Alcester Row
Superintendent's House Tardebigge Basin
Plymcot Alcester Road
Reservoir to the east of the Canal between Locks 54 and 50
Reservoir Cottage adj to Lock 54
Reservoir Lock Cottage adj to Lock 53
Lock Keepers Cottage between Locks 45 and 46
Halfway House adj to Lock 43 Halfway Lock Cottage between Locks 39 and 40
Landmark Trust Cottage between Locks 31 and 32
Lock 28 Stoke Flight
Bridge 47
Lock 27 Stoke Flight
Canal Cottages south west of Bridge 46
Lock 26 Stoke Flight
Lock 25 Stoke Flight
Lock 34 Stoke Flight
Bridge 45
Lock 23 Stoke Flight
Bottom Lock and Wharf Cottage Stoke Wharf
Wharf House Stoke Wharf
Bottom Lock Stoke Wharf
Black Prince Holidays Office Building Stoke Wharf
Bridge House Stoke Wharf
Navigation Inn Hanbury Road
Navigation Row Hanbury Road
Boat and Railway Inn Shaw Lane
The Old School Building Shaw Lane
Jubilee Terrace Shaw Lane
Canalside Cottage Shaw Lane
Bridge 41

Appendix 4

Bromsgrove District Plan 2011 - 2030 Historic Environment Policies

BDP20.1 The District Council advocates a holistic approach to the proactive management of the historic environment which encompasses all heritage assets recognised as being of significance for their historic archaeological architectural or artistic interest.

BDP20.2 The District Council will support development proposals which sustain and enhance the significance of heritage assets including their setting.

This includes: a. Designated heritage assets including listed buildings conservation areas scheduled ancient monuments, registered parks and gardens.

b. Non-designated heritage assets including (but not limited to) those identified on the local list and assets recorded in the Historic Environment Record.

c. The historic landscape of the District including locally distinctive settlement patterns field systems woodlands and historic farmsteads.

d. Designed landscapes including parks and gardens cemeteries churchyards public parks and urban open spaces.

e. Archaeological remains of all periods from the earliest human habitation to modern times.

f. Historic transportation networks and infrastructure including roads trackways canals and railways.

BDP20.3 Development affecting heritage assets including alterations or additions as well as development within the setting of heritage assets should not have a detrimental impact on the character appearance or significance of the heritage asset or heritage assets.

BDP20.4 Applications to alter extend or change the use of heritage assets will be required to provide sufficient information to demonstrate how the proposals would contribute to the asset's conservation whilst preserving or enhancing its significance and setting.

BDP20.5 In considering applications regard will be paid to the desirability of securing the retention restoration maintenance and continued use of heritage assets for example the District Council will support the sensitive reuse of redundant historic buildings and will encourage proposals which provide for a sustainable future for heritage assets particularly those at risk.

BDP20.6 Any proposal which will result in substantial harm or loss of a designated heritage asset will be resisted unless a clear and convincing justification or a substantial public benefit can be identified in accordance with current legislation and national policy.

BDP20.7 Consideration will be given to the designation of new conservation areas. In order to define and protect the special character of conservation areas the District Council will produce and regularly review character appraisals and management plans for designated conservation areas and where necessary introduce Article 4 Directions based on an assessment of local identity and uniqueness.

BDP20.8 Where a detailed Conservation Area Appraisal Management Plan has been adopted it will be a material consideration in determining applications for development within that conservation area.

BDP20.9 Development within or adjacent to a conservation area should preserve or enhance the character or appearance of the area.

BDP20.10 The demolition of buildings or the removal of trees and other landscape features which make a positive contribution to an area's character or appearance will be resisted.

BDP20.11 Outline planning permission will not be granted for development within Conservation Areas unless supported by detailed proposals showing siting design external appearance and the relationship with adjacent properties.

BDP20.12 The District Council will update the current draft local heritage list and formally adopt it. It would include all heritage assets recognised as being of local importance including those which are locally distinctive such as nailers cottages assets associated with the scythe industry and assets associated with the use of the Worcester and Birmingham canal which runs the length of the District to name but a few.

BDP20.13 The District Council will support development that

- i. Retains Heritage assets on the local list.
- ii. Involves sympathetic alterations and extensions to heritage assets on the local list.
- iii. Does not have a detrimental impact on the setting or context of heritage assets on the local list.

BDP20.14 In considering applications that directly or indirectly affect locally listed buildings a balanced judgement will be applied having regard to the scale of any harm or loss as a result of proposed development and the significance of the locally listed building.

BDP20.15 The District Council will encourage opportunities to develop Green Infrastructure networks that can enhance the amenity value of the historic environment (refer to BDP24 Green infrastructure).

BDP20.16 The District Council will promote a positive interaction between historic sites and places and high quality modern developments which allows for evolution and positive change whilst preserving and respecting the significance and setting of existing heritage assets.

BDP20.17 Applications likely to affect the significance of known or potential heritage assets or their setting should demonstrate an understanding of their significance in sufficient detail to assess the potential impacts. This should be informed by available evidence and where appropriate further information to establish significance of known or potential heritage assets.

BDP20.18 Where material change to a heritage asset has been agreed recording and interpretation should be undertaken to document and understand the asset's archaeological architectural artistic or historic significance. The scope of the recording should be proportionate to the asset's significance and the impact of the development on the asset. The information and understanding gained should be made publicly available as a minimum through the relevant Historic Environment Record.

BDP20.19 The District Council will continue to undertake studies to inform local decision making and support the future growth of the Worcestershire Historic Environment Record. They will also encourage Neighbourhoods to address issues of character heritage and design in their Neighbourhood Plans.

BDP20.20 The District Council will embrace opportunities to mitigate the effects of climate change by seeking the reuse of historic buildings and where appropriate their modification to reduce carbon emissions and secure sustainable development without harming the significance of the heritage asset or its setting.

Appendix 5 Glossary of Architectural and Planning Terms

Article 4 direction	Removal of permitted development rights so that planning permission is required for external alterations to a building
Balance Beam or Balance	The beam projecting from a lock gate which balances its weight and by pushing against which the gate is opened or closed.
Bargeboards	An angled decorative timber board at eaves
Breast or mitre post	On a lock gate the vertical post of the gate farthest from its hanging; where the gates are in pairs the two breasts are usually mitred to bed against each other when shut.
Casement	A window with hinged or pivoted openings
Conservation Area	An area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance. Local authorities are responsible for designating new Conservation Areas
Cornice	Projecting moulding often found at eaves level or as part of a pediment
Cut	A boatman's name for a canal an artificially cut channel distinguished from the natural channel of a river.
Dentil Course	Found at the eaves formed by the projection of alternating headers.
English bond	Brickwork with one row of headers and one row of stretchers
Dogtooth	Gothic detail where bricks are laid diagonally so as to angle in an out of the stringcourse
English garden bond	Brickwork with one row of alternating stretchers (horizontal) and headers (end on) to every three rows of stretchers
Finial	A feature ornament usually wrought iron or timber often found on a gable
Flemish bond	Brickwork with alternate stretchers and headers each header is centred to the stretchers above and below it
Flight	A flight is a series of ordinary locks each separated from the next by a short pound
Legging	A method that was used to propel horse drawn boats through tunnels which have no tow path. The boatman would have pushed his feet against the tunnel walls.
Listed Building	A building of special architectural or historic interest included on a national register. Historic England is responsible for adding new entries to the statutory list.

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Narrow boat	A craft measuring approximately 70ft long and 7ft beam (wide) extensively used throughout the Midlands Canal system
Paddle	A sluice valve by the opening or closing of which the water can either be allowed to pass or retained
Pound	The stretch of water between two locks
Scheduled Monument	A nationally important archaeological site or building
Stoppage	A temporary closing of a waterway for repairs
Stringcourse	A shallow moulding continued across a whole elevation
Summit level	The highest pound of water in a canal and therefore the pound into which the main supply of water for working the locks has to be delivered
Tail(of a lock)	The portion immediately below the bottom gates. The equivalent portion above the top gates is called the head.
Tow path	The path beside a canal originally for the use of towing horses
UPVC	Unplasticised polyvinyl chloride. Viewed as an inappropriate and unsustainable material that does not replicate the detailing or quality of timber
Windlass	A handle or key for opening and closing lock paddles shaped in the letter L and having a square socket at one end to fit on the square of the spindle operating the paddle gear

Appendix 6 References

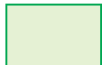
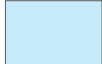



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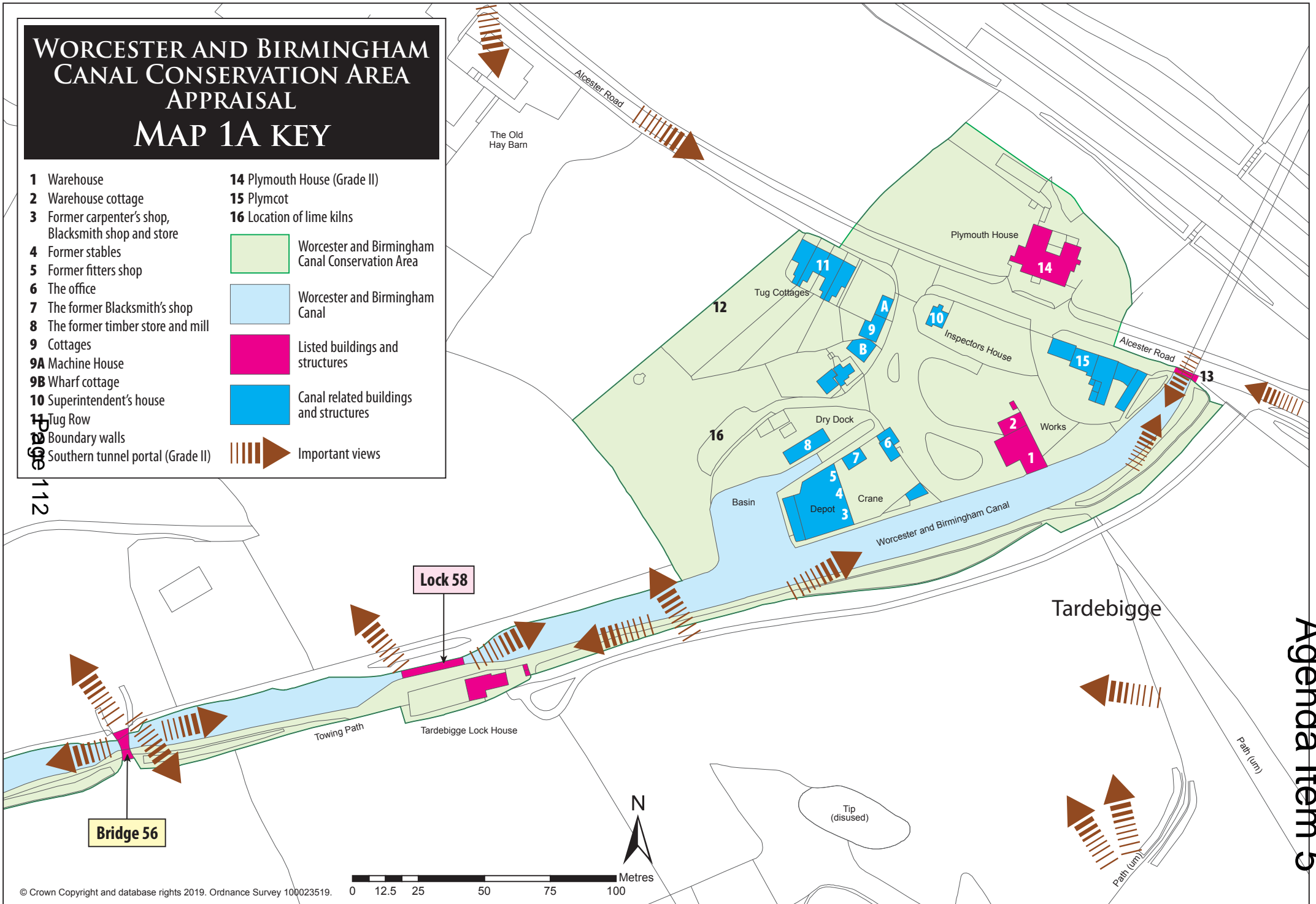
<https://www.waterways.org.uk/>

<https://canalrivertrust.org.uk/>

WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL

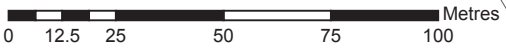
MAP 1A KEY

- | | |
|--|--|
| 1 Warehouse | 14 Plymouth House (Grade II) |
| 2 Warehouse cottage | 15 Plymcot |
| 3 Former carpenter's shop, Blacksmith shop and store | 16 Location of lime kilns |
| 4 Former stables |  Worcester and Birmingham Canal Conservation Area |
| 5 Former fitters shop |  Worcester and Birmingham Canal |
| 6 The office |  Listed buildings and structures |
| 7 The former Blacksmith's shop |  Canal related buildings and structures |
| 8 The former timber store and mill |  Important views |
| 9 Cottages | |
| 9A Machine House | |
| 9B Wharf cottage | |
| 10 Superintendent's house | |
| 11 Tug Row | |
| 12 Boundary walls | |
| 13 Southern tunnel portal (Grade II) | |



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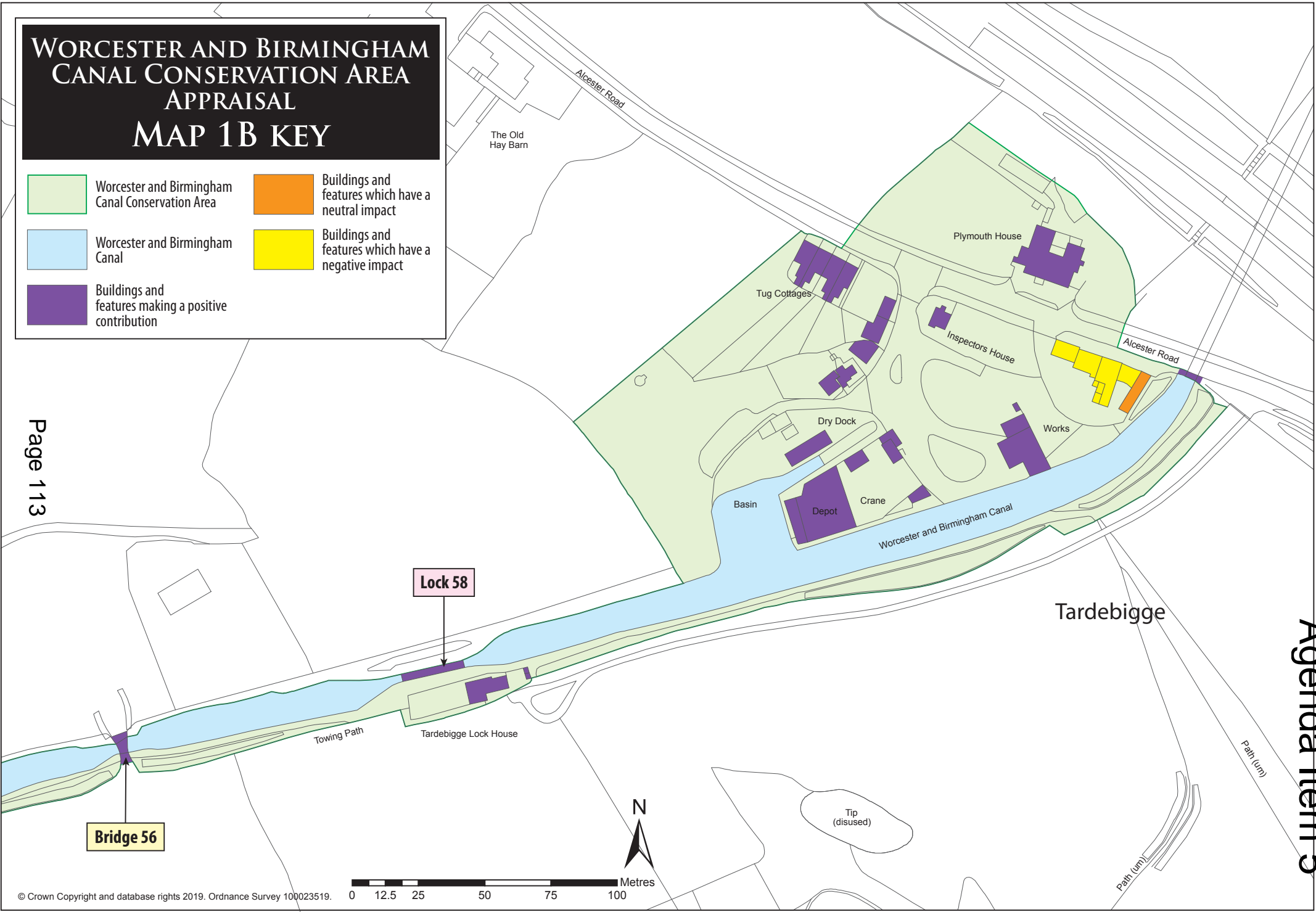
Agenda Item 5



WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL

MAP 1B KEY

- Worcester and Birmingham Canal Conservation Area
- Buildings and features which have a neutral impact
- Worcester and Birmingham Canal
- Buildings and features which have a negative impact
- Buildings and features making a positive contribution



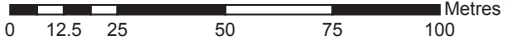
Page 113

Bridge 56

Lock 58

Tardebigge

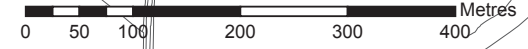
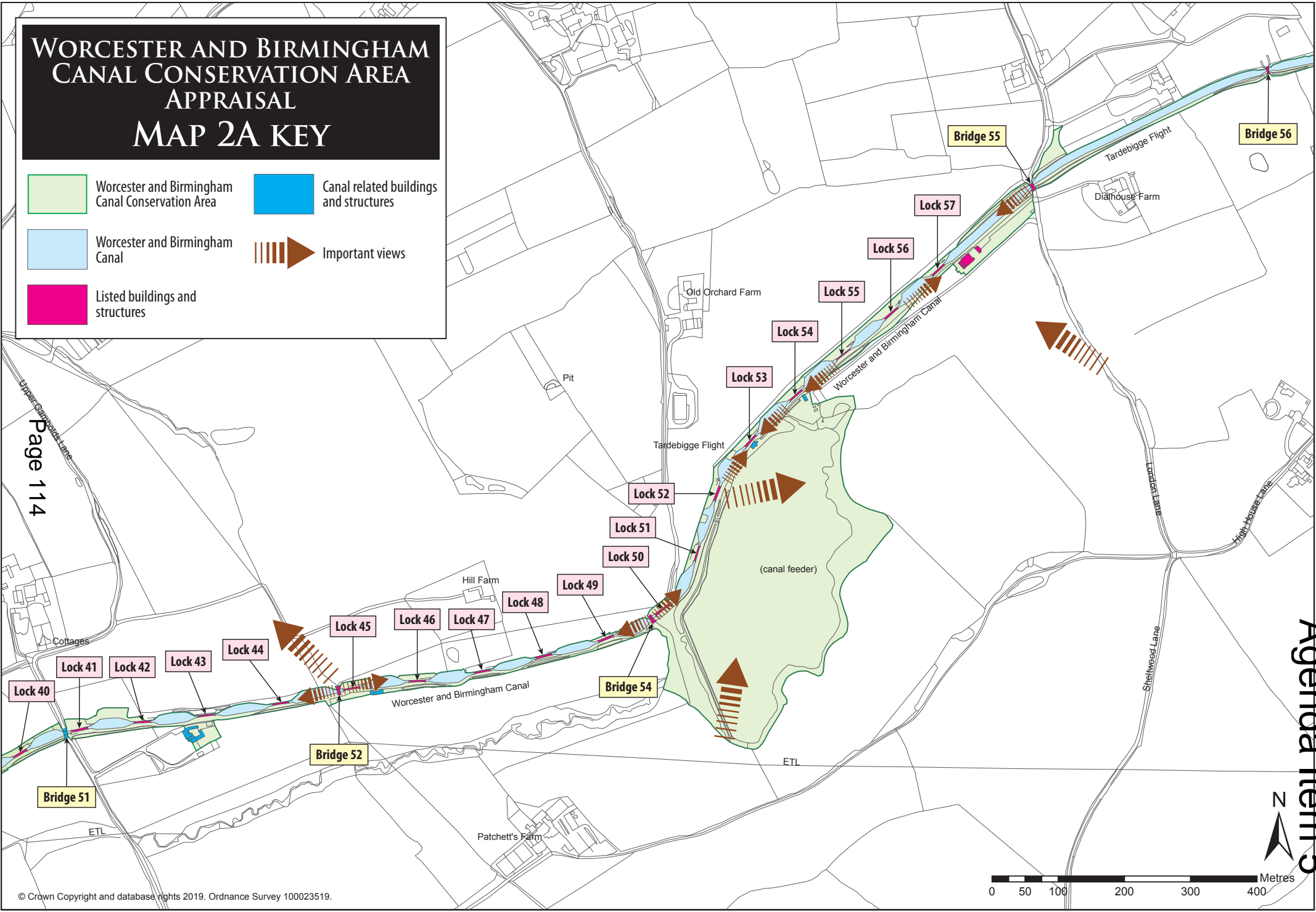
Agenda Item 5



WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL

MAP 2A KEY

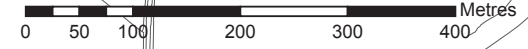
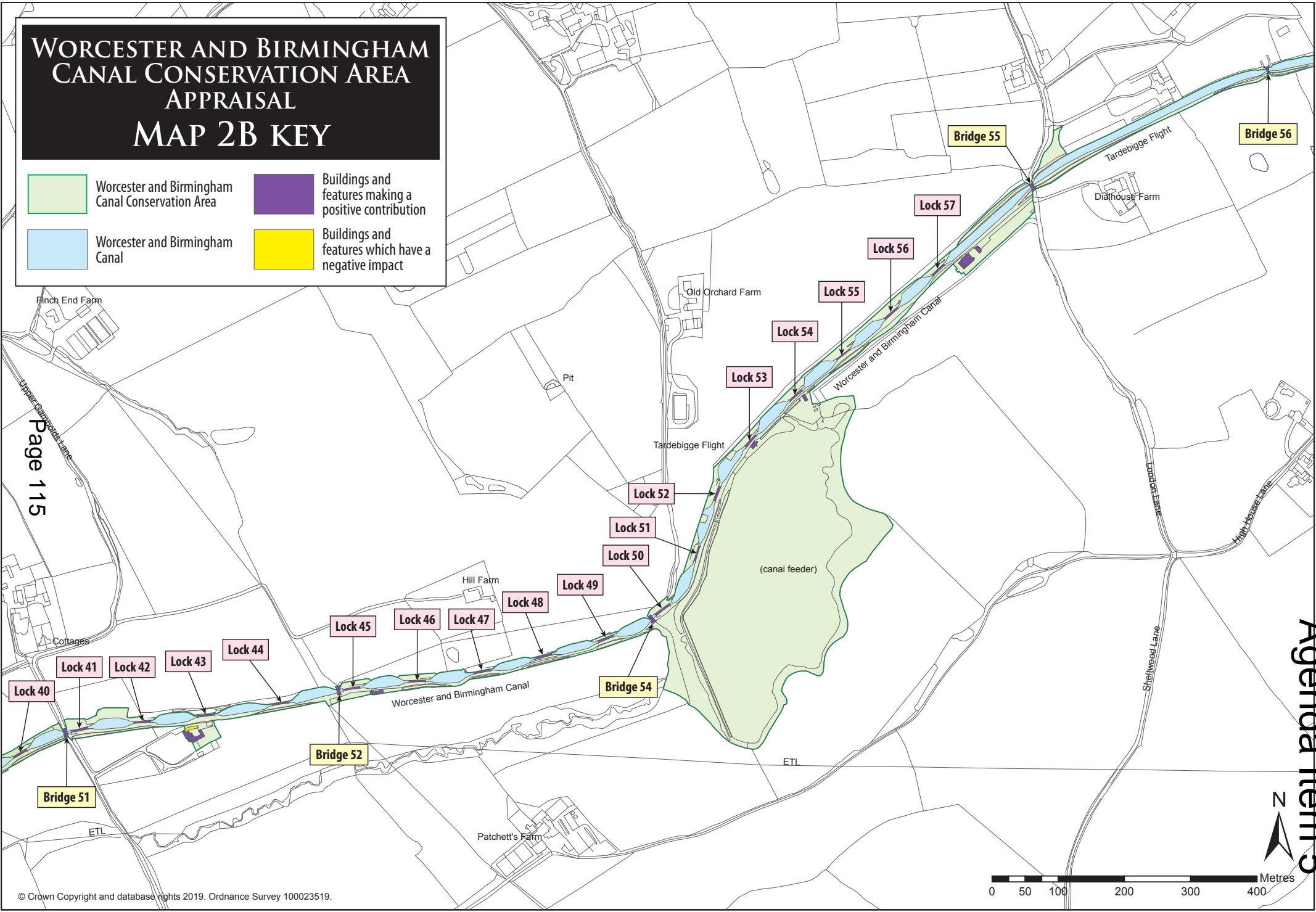
- Worcester and Birmingham Canal Conservation Area
- Canal related buildings and structures
- Worcester and Birmingham Canal
- Important views
- Listed buildings and structures



WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL

MAP 2B KEY

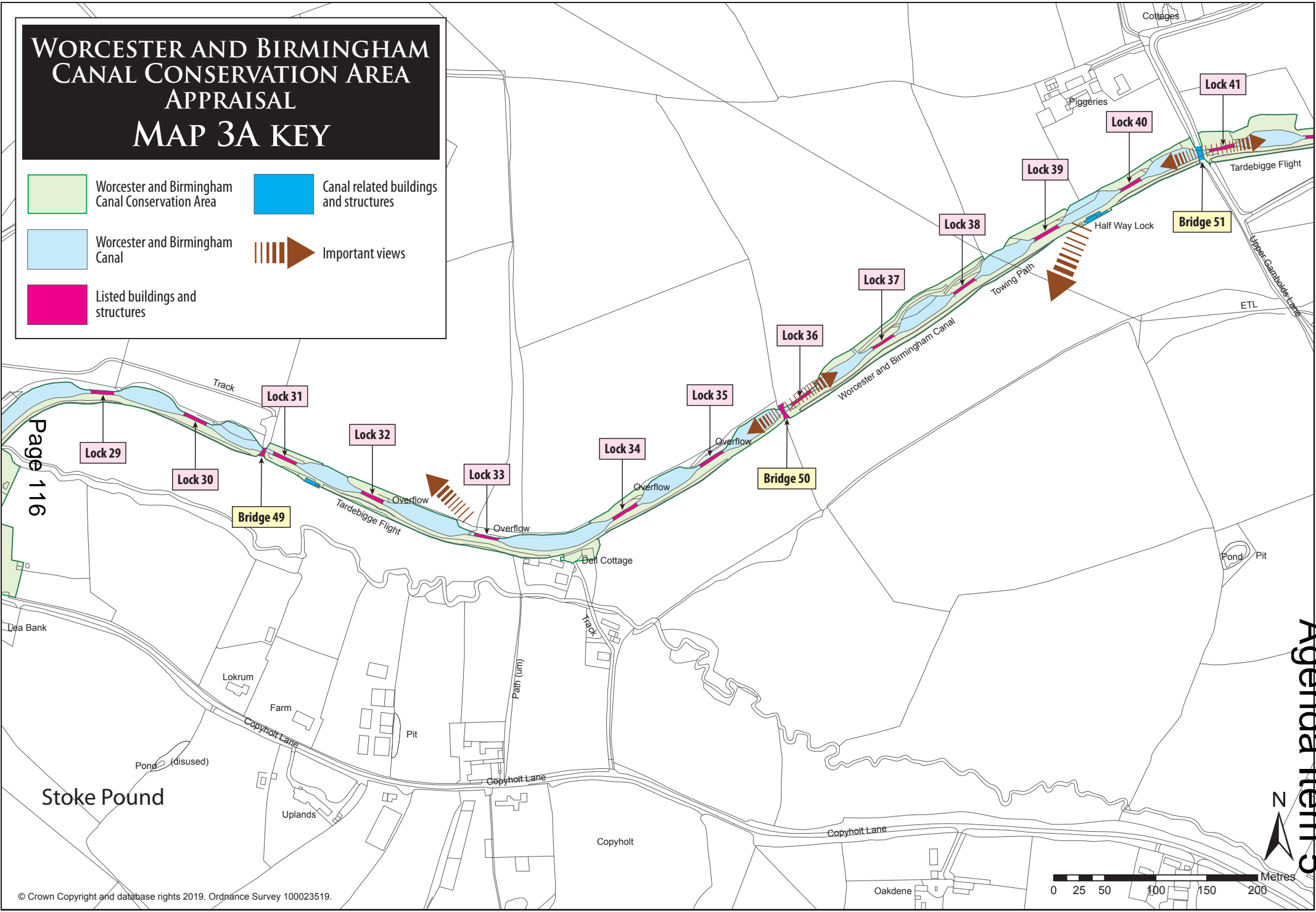
- Worcester and Birmingham Canal Conservation Area
- Buildings and features which have a negative impact
- Worcester and Birmingham Canal
- Buildings and features making a positive contribution



WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL

MAP 3A KEY

- Worcester and Birmingham Canal Conservation Area
- Canal related buildings and structures
- Worcester and Birmingham Canal
- Listed buildings and structures
- Important views



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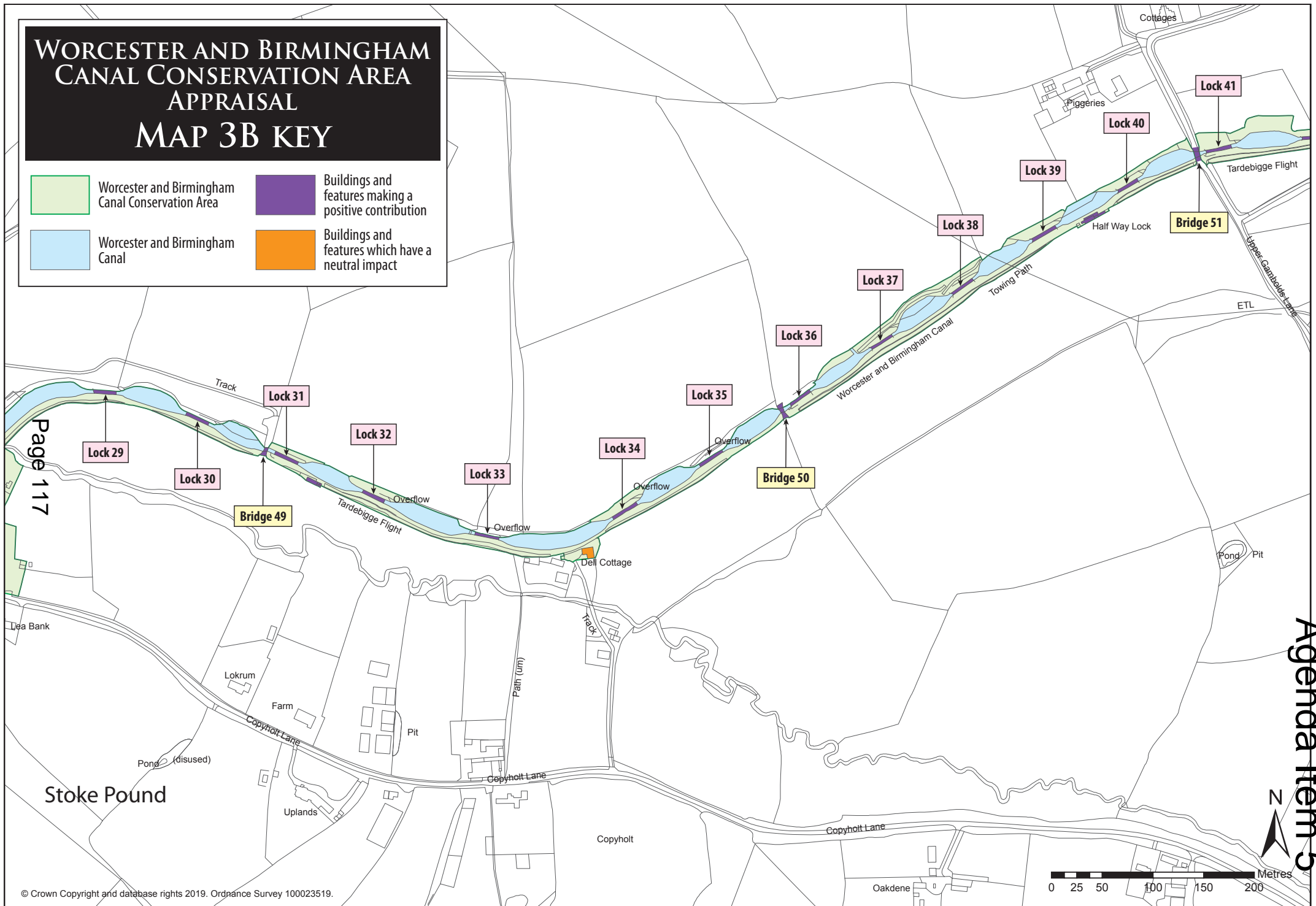
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WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL

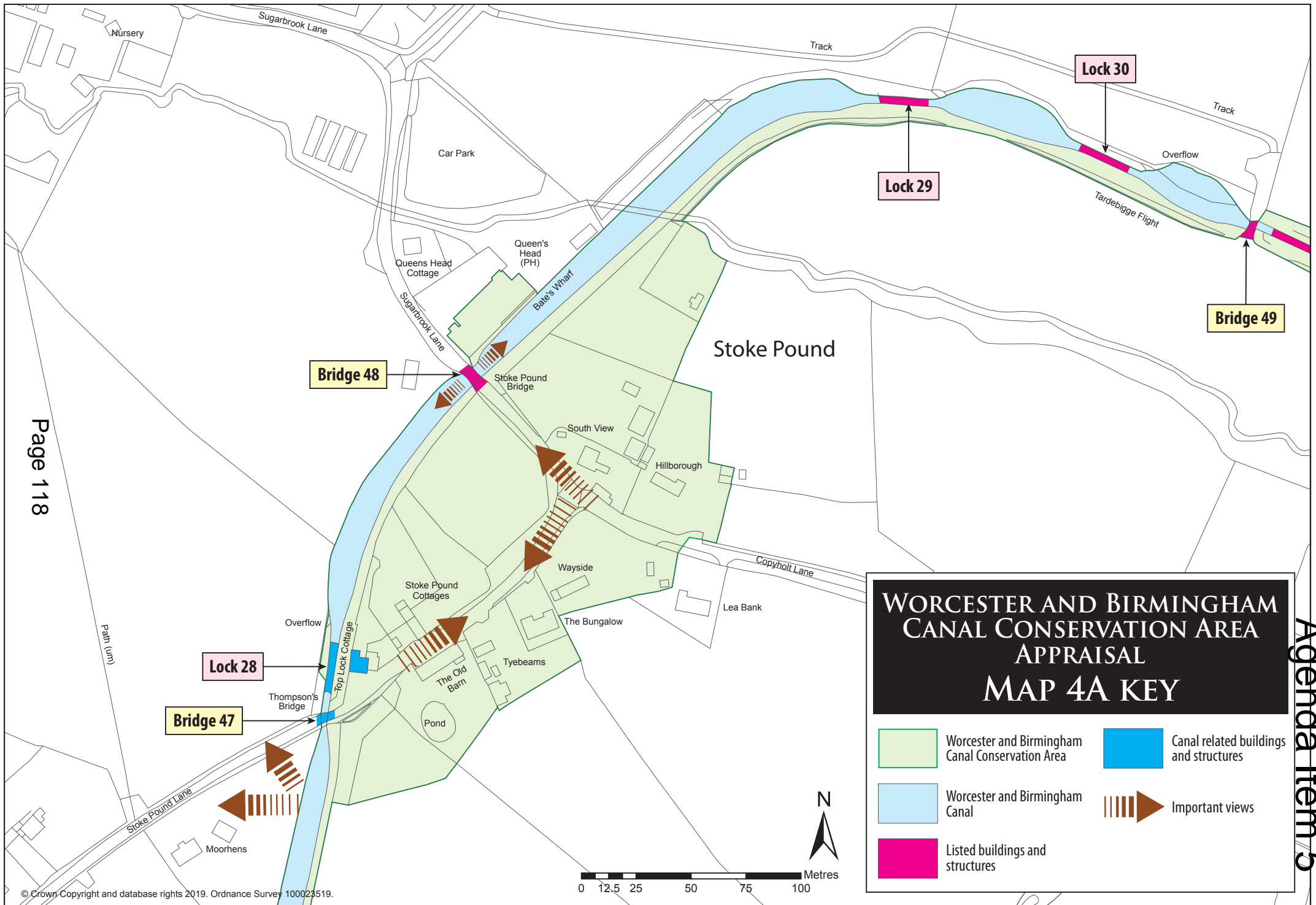
MAP 3B KEY

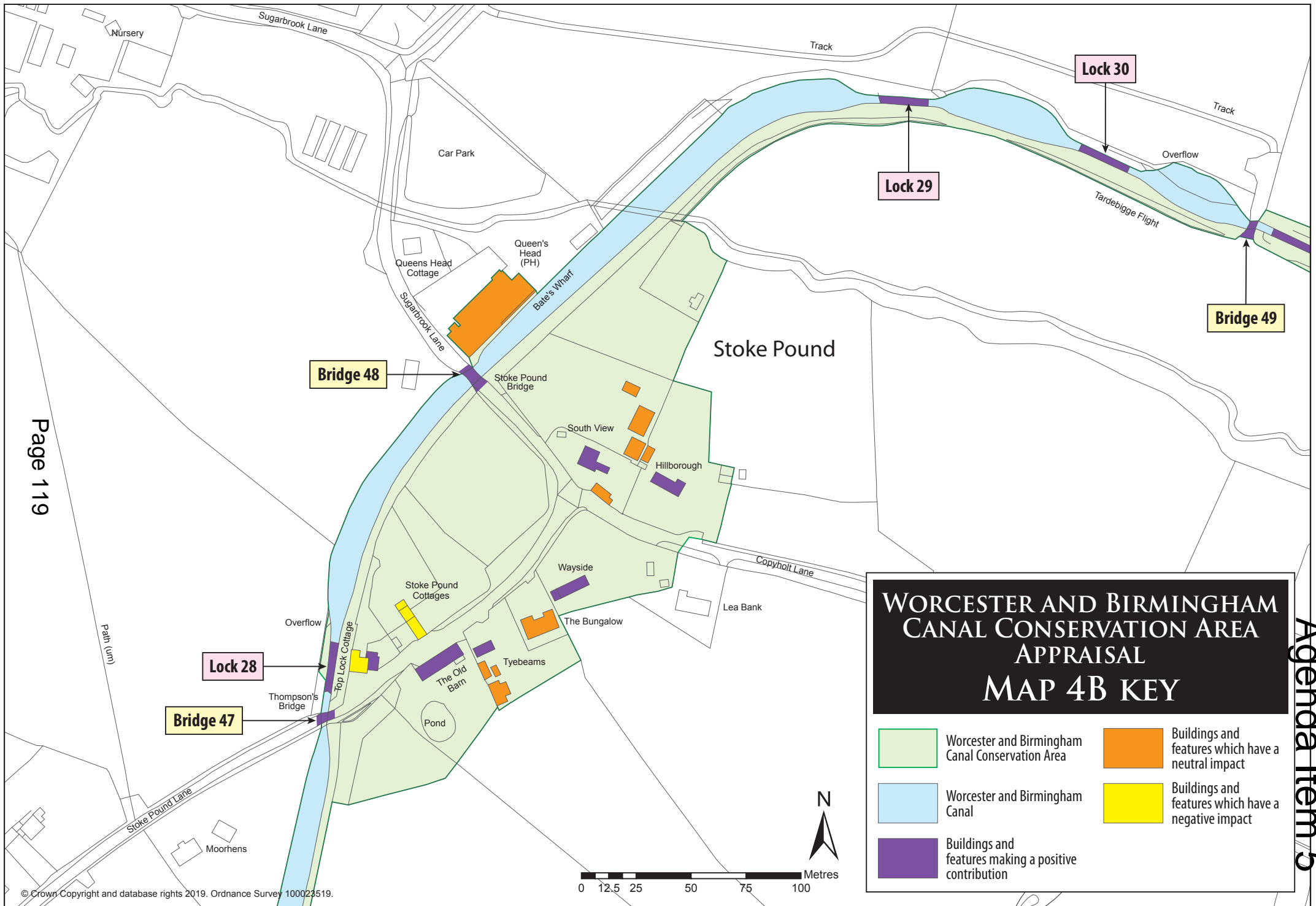
- | | | | |
|---|--|---|---|
|  | Worcester and Birmingham Canal Conservation Area |  | Buildings and features making a positive contribution |
|  | Worcester and Birmingham Canal |  | Buildings and features which have a neutral impact |



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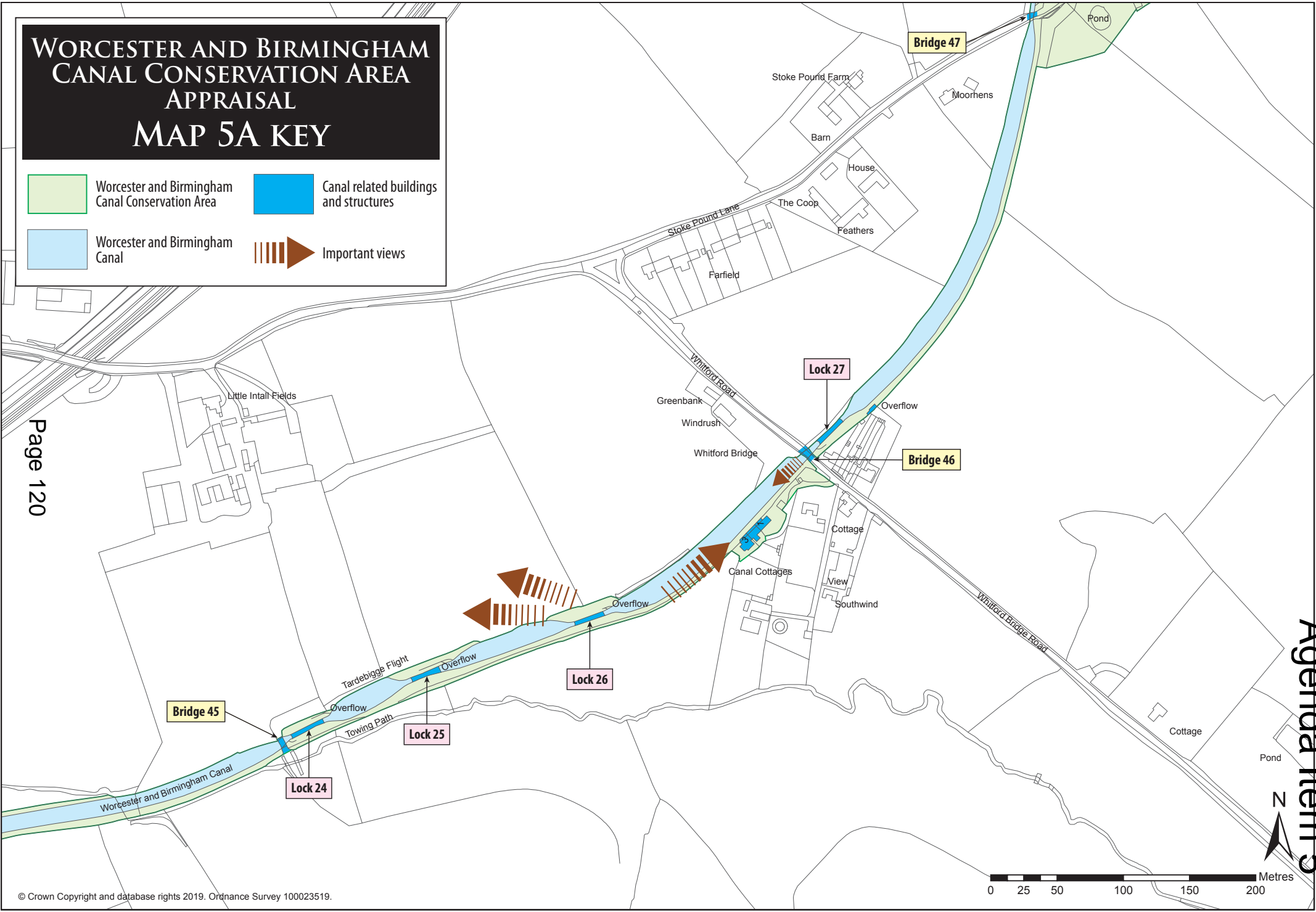
Agenda Item 5





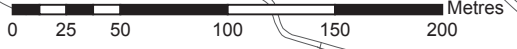
WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL MAP 5A KEY

- Worcester and Birmingham Canal Conservation Area
- Canal related buildings and structures
- Worcester and Birmingham Canal
- Important views



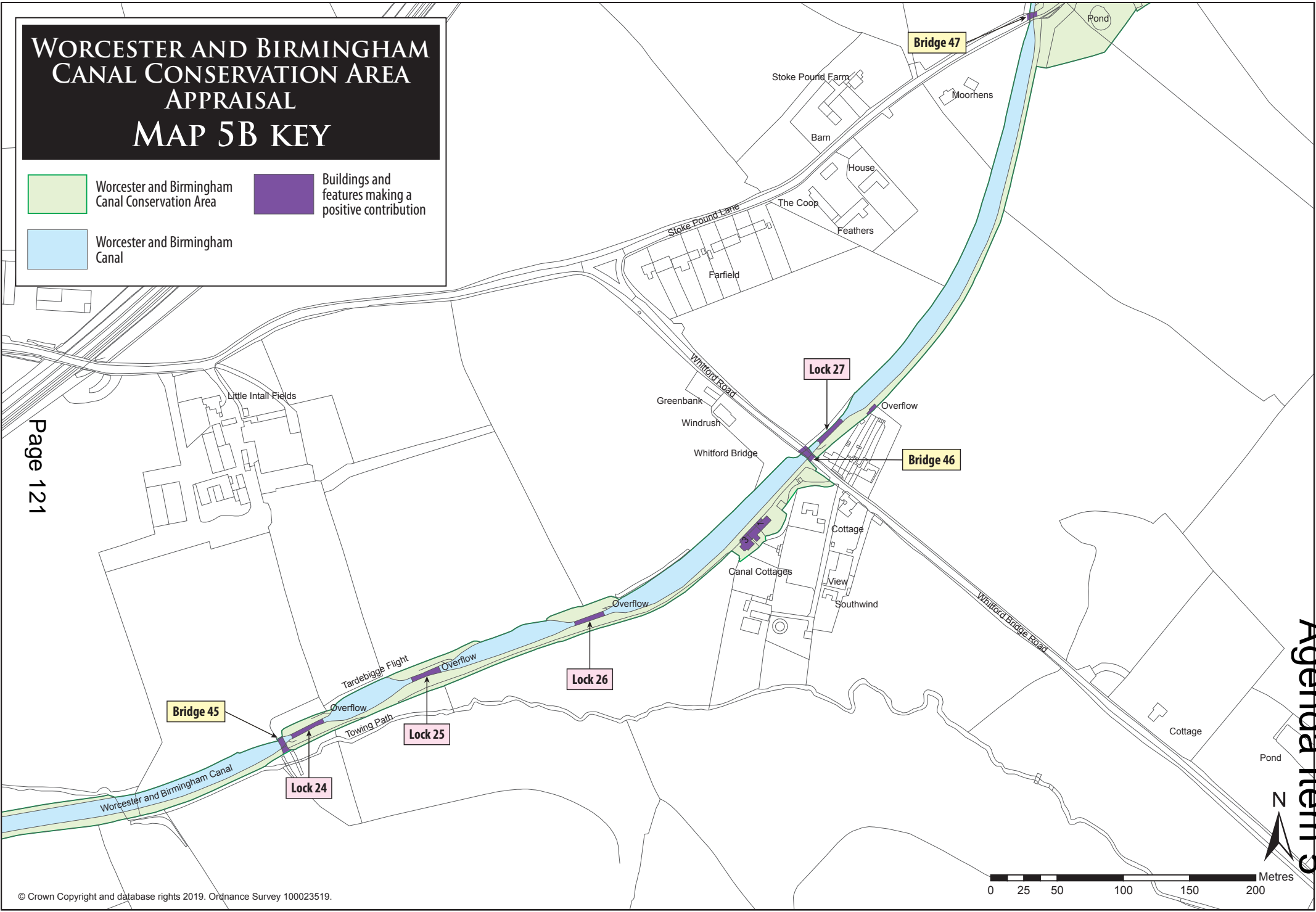
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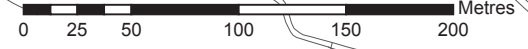
WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL MAP 5B KEY

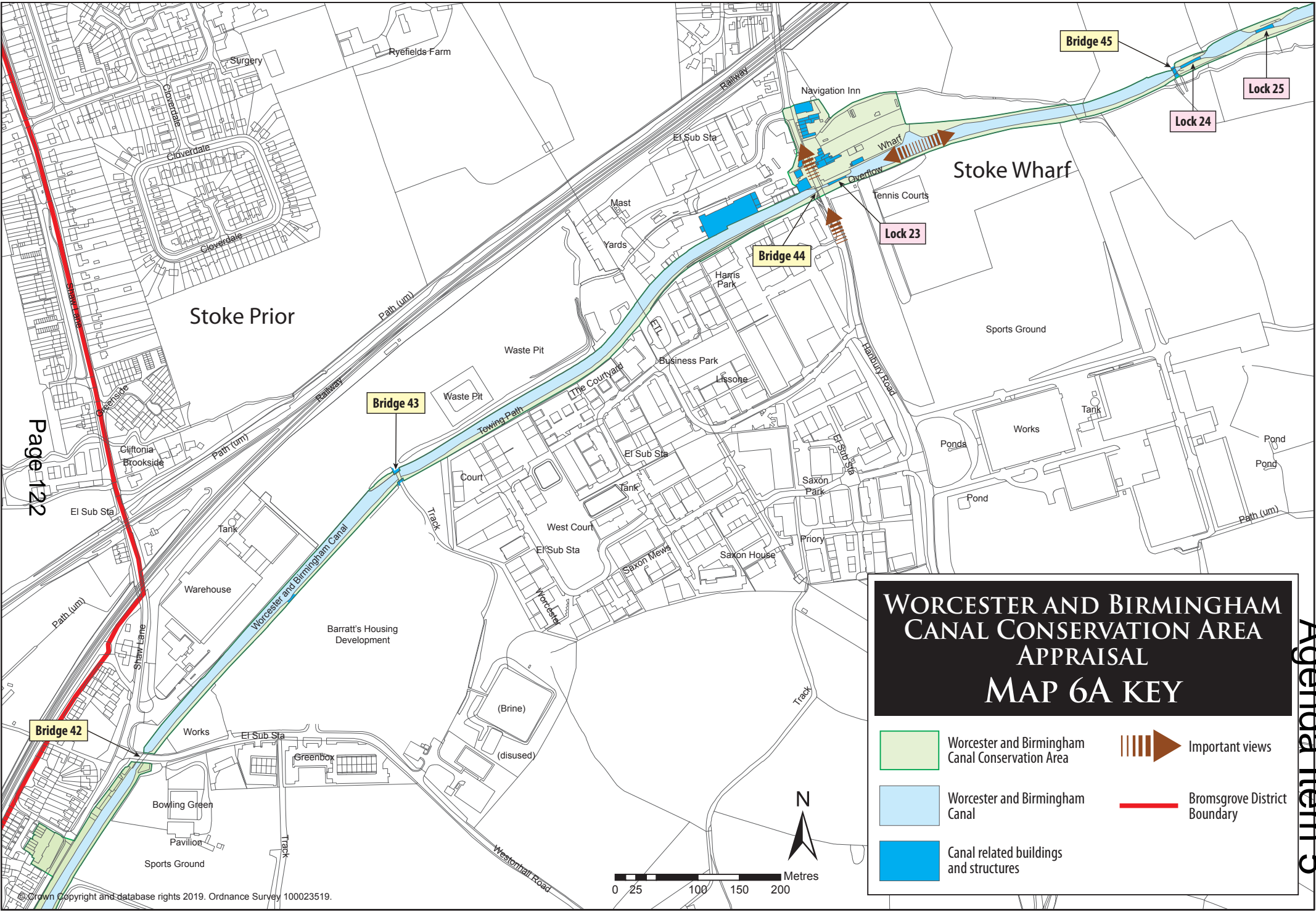
- Worcester and Birmingham Canal Conservation Area
- Buildings and features making a positive contribution
- Worcester and Birmingham Canal



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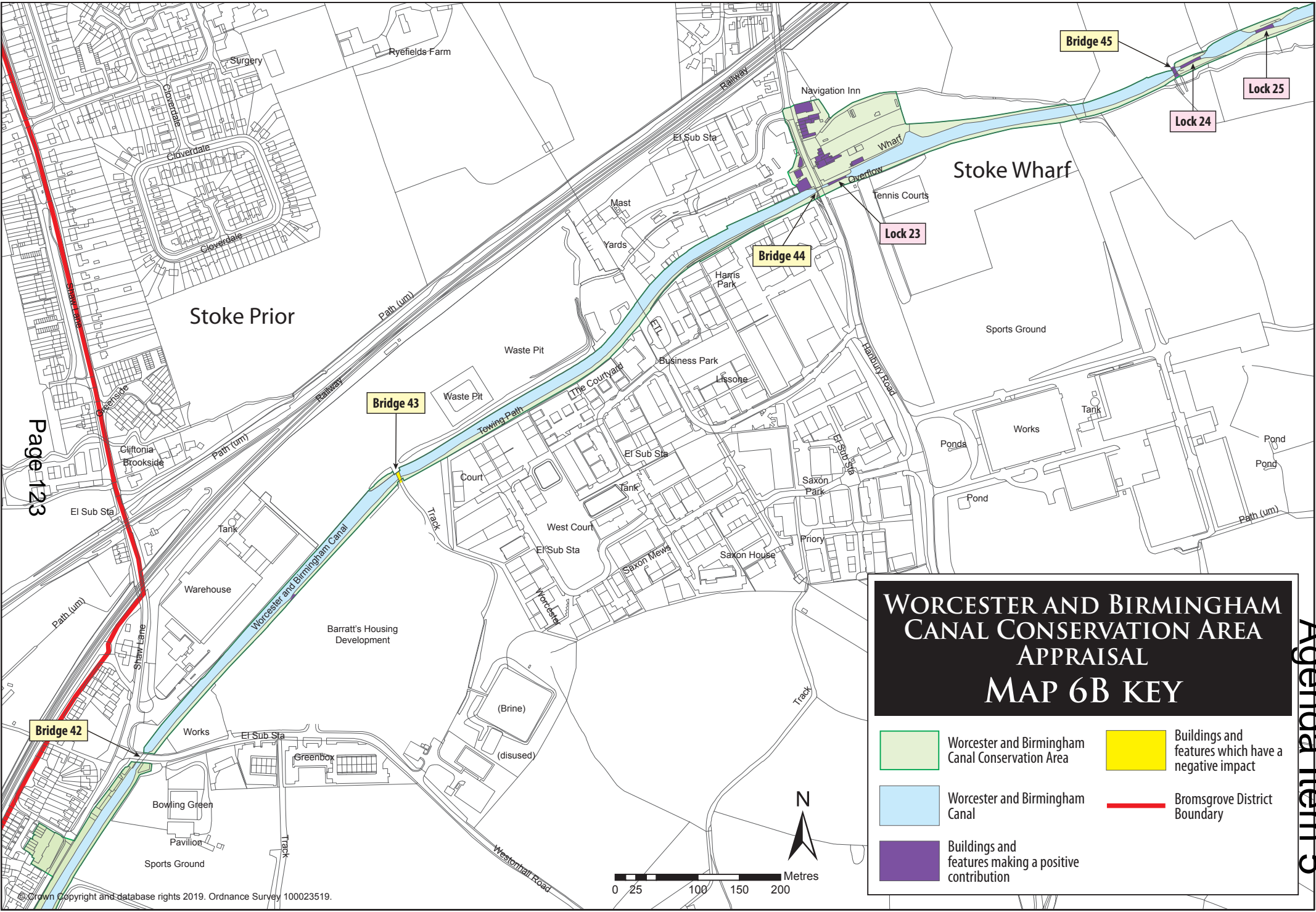




WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL MAP 6A KEY

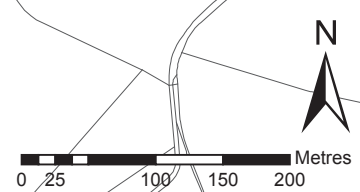
- Worcester and Birmingham Canal Conservation Area
- Worcester and Birmingham Canal
- Canal related buildings and structures
- Important views
- Bromsgrove District Boundary

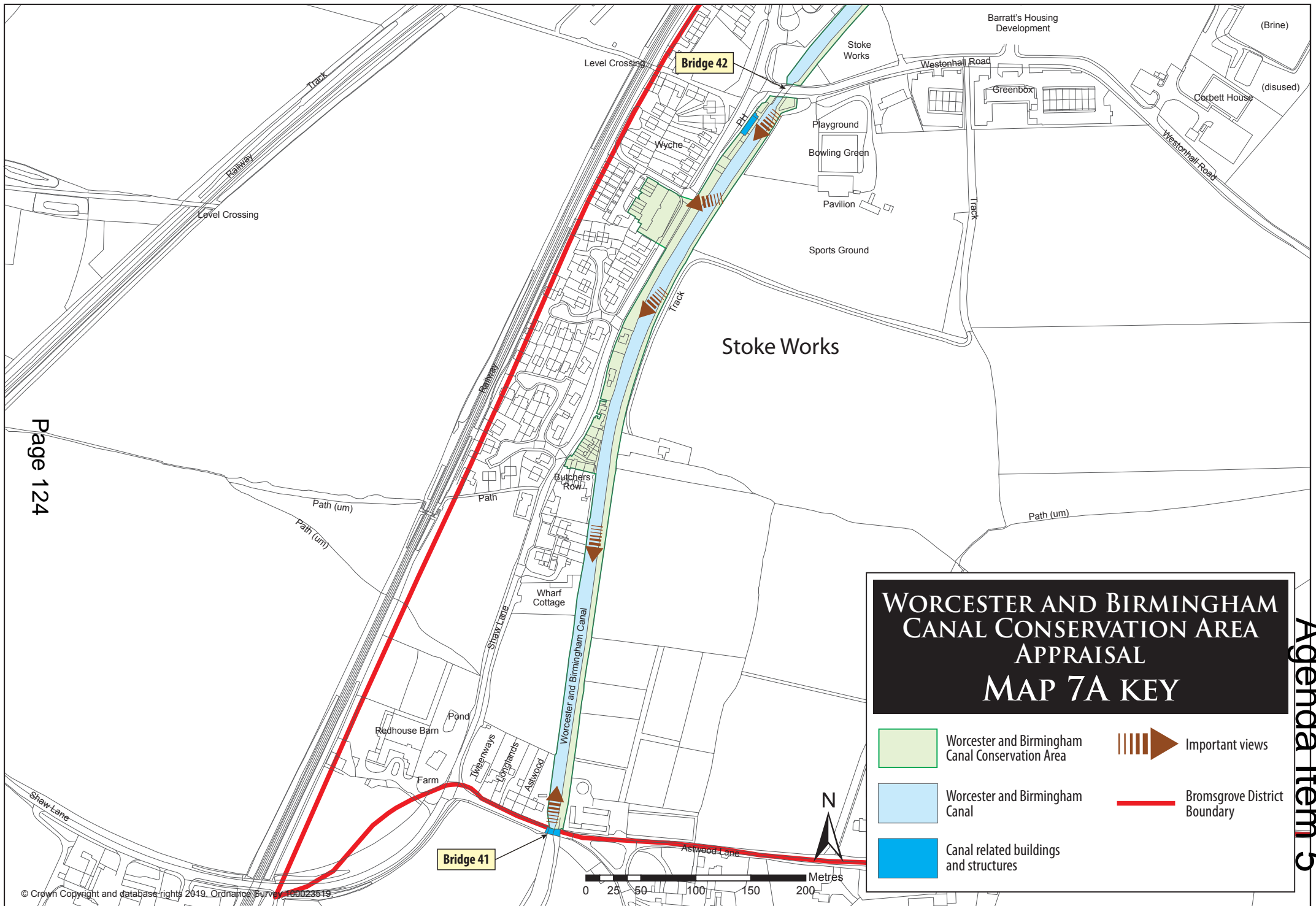




WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL MAP 6B KEY

<ul style="list-style-type: none"> Worcester and Birmingham Canal Conservation Area Worcester and Birmingham Canal Buildings and features making a positive contribution 	<ul style="list-style-type: none"> Buildings and features which have a negative impact Bromsgrove District Boundary
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Cabinet

10 July 2019

NOMINATION OF AN ASSET OF COMMUNITY VALUE : FOXLYDIATE ARMS

Relevant Portfolio Holder	Cllr Kent
Portfolio Holder Consulted	Yes
Relevant Head of Service	Ruth Bamford – Head of Planning and Regeneration
Wards Affected	Tardebigge Ward
Ward Councillor Consulted	Yes Cllr Peter Whittaker

1. SUMMARY OF PROPOSALS

- 1.1 To consider a request to list the Foxlydiate Arms, Birchfield Road, Redditch as an Asset of Community Value.

2. RECOMMENDATIONS

That Cabinet consider the contents of the report and decides to either:-

- (a) Support the listing of the Foxlydiate Arms, Birchfield Road, Redditch as an Asset of Community Value; or
- (b) Not support the listing of the Foxlydiate Arms, Birchfield Road Redditch as an Asset of Community Value

3. KEY ISSUES

Financial Implications

- 3.1 Property owners who believe that they have incurred costs as a result of complying with these procedures can apply for compensation from the Council. As previously reported to Council, Government recognises this as a potential risk to local authorities and will provide a safety net whereby any claims over £20,000 will be met by the Government. The owners also have a right to appeal the decision made by the council where it is minded to determine that the building be included on the list of Assets of Community Value

Legal Implications

- 3.2 The Localism Act 2011 made provision for a new system of listing of Assets of Community Value, giving community groups the right to make nominations, and requiring the local authority to maintain local registers. Further more detailed rules detailing the operation of this process are set out in the Assets of Community Value Regulations 2012.

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- 3.3 The test for listing an Asset of Community Value as set out in Section 88 (1) of the Localism Act 2011 is as follows:-

“A building or other land in a Local Authority’s area is land of community value if in the opinion of the authority:-

- (a) An actual current use of the building or other land that is not an ancillary use furthers the social well-being or social interests of the local community, and
- (b) It is realistic to think that there can continue to be non-ancillary use of the building or other land which will further (whether or not in the same way) the social well-being or social interests of the local community.

- 3.4 In this case the Foxlydiate Arms is in active use as a public house and hotel.

- 3.5 The owners of the building have applied for planning permission to demolish the Foxlydiate Arms and use the site area and its environs for residential development purposes.

- 3.6 The owners of the site have challenged the extent of the property to which the application should apply and the validity of the Nomination on the basis of non-compliance of their Constitution with the requirements of the Localism Act.

- 3.7 Listing as an ACV can be a material consideration in planning decisions relating to future development and may limit some Permitted Development rights under the GPDO 2015 but it is only one of the many factors that are material to the Planning Decision to be made.

- 3.8 Members are asked to consider whether, should the application meet the statutory test (or part of it) and the objections to the Nominating body’s Constitution are clarified, they would support its listing as an ACV.

- 3.9 A decision must be made by the Head of Planning and Regeneration by 18 July 2019, to comply with the statutory deadline and for this reason consultation with Members as the process requires is now being made, so that the final decision can be made within time.

Service / Operational Implications

- 3.6 As Members are aware the Localism Act 2011 gave communities a right to identify a building or other land that they believe to be of importance to their community’s social well-being, and to nominate it to be registered as an “Asset of Community Value”, so that where that

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building or land is put up for sale, there will be a six month period within which the community can prepare their bid to buy the asset. The building or land can then be sold on the open market. The Community Group are afforded the same rights as any other bidder with no preference given to the community bid.

- 3.7 Following the receipt of the planning application to demolish and rebuild on the site of the Foxlydiate Arms the Council received a nomination submitted by Brockhill Residents Association for the building to be listed as an Asset of Community Value. The nomination is attached at Appendix 1.
- 3.8 For the purposes of establishing whether the building should or should not be listed as an asset of community value, the test under section 88 of the Localism Act 2011 has to be met.
- 3.9 The owner of the building as listed at HM Land Registry together with the Developer who has made the application for demolition and the Local Ward Councillor have been notified in respect of the nomination.
- 3.10 Members are advised that the Council has received a letter of objection to the nomination from the developers/owners and this is attached at Appendix 2.

Customer / Equalities and Diversity Implications

- 3.11 There are no specific issues identified other than those supporting the application.

4. RISK MANAGEMENT

- 4.1 The register will be maintained by the Council to ensure that all assets nominated are listed accordingly. Each application is assessed in accordance with the Statutory Guidance to ensure that a consistent approach is taken to applications received.

5. APPENDICES

Appendix 1 – Application Form

Appendix 2 – Letter dated 20 June 2019 from dwf LLP, Solicitors on behalf of Premier Inn Hotels Limited

6. BACKGROUND PAPERS

None

7. KEY

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10 July 2019

N/a

AUTHOR OF REPORT

Name: Ruth Bamford

E Mail: r.bamford@bromsgroveandredditch.gov.uk

Tel: 01527 881202



Brockhill Residents' Association

(A Not-For-Profit Organisation)

www.brockhill.org.uk

c/o The Granary, Low Field Lane, Redditch, B97 6QB
4 Pink Green Lane, Redditch, B97 6GU
5 Parklands Close, Redditch, B97 6PZ

Ms B Newman
H.O.S. Planning & Regeneration Dept.,
Bromsgrove District Council
Parkside
Market Street
Bromsgrove
B61 8DA

May 19th 2019

Dear Ms Newman

Please find enclosed the Community Asset form, together with a copy of Brockhill Residents' Association's Constitution as requested.

As Secretary of Brockhill Residents' Association, I am representing the views of over 350 of our Members, who are upset by the plans which have been put forward to build houses and an apartment block on the land where at present, the Foxlydiate Arms Restaurant and Hotel are situated.

We do not have many facilities in Brockhill at present, even though over 3,000 new houses are being built here. The one and only public house was destroyed to build a Tesco's local store, even though there is another convenience store within 100 yards. With the increased population of Brockhill and Webheath, I am sure you will agree that a social meeting place is essential for the well being of the Community.

Many beneficial groups meet at the Foxlydiate Arms at which our Members participate. We do not have a Community Hall in Brockhill and the proximity of the Foxlydiate Arms whose postcode is very close to my own as you will see above, 5 Parklands Close, B97 6PZ, shows how convenient it is for our members to use. It will be a great loss to our Community.

Committee: Sylvia Collinson, David Dallaway, Julie Vincent,
Lynn Dallaway, James Doble, Tisha Greenway.



Brockhill Residents' Association


(A Not-For-Profit Organisation)

www.brockhill.org.uk

c/o The Granary, Low Field Lane, Redditch, B97 6QB
4 Pink Green Lane, Redditch, B97 6GU
5 Parklands Close, Redditch, B97 6PZ

Bromsgrove has already provided the land required by the Government for new houses and the road infrastructure is going to struggle to cope with the increase in traffic, without adding to the burden.

I look forward to hearing from you shortly.



Julie Vincent (Mrs)
Secretary

Committee: Sylvia Collinson, David Dallaway, Julie Vincent,
Lynn Dallaway, James Doble, Tisha Greenway.

BROMSGROVE DISTRICT COUNCIL

**ASSETS OF COMMUNITY VALUE – THE COMMUNITY
RIGHT TO BID**

NOMINATION FORM

Section A: About your organisation

A1 Organisation's name and address

Name of organisation*	BROCKHILL RESIDENTS' ASSOCIATION
Address including postcode	S, PARKLANDS CLOSE BROCKHILL REDDITCH WORCESTERSHIRE. B97 6PZ

**full name as written in your constitution or rules (if appropriate)*

A2 Contact details

Name	JULIE VINCENT
Position in organisation	SECRETARY
Address including postcode	S, PARKLANDS CLOSE BROCKHILL REDDITCH WORCESTERSHIRE. B97 6PZ
Daytime telephone no.	01527 585321 or 07870880128
Email address	Julievincent1@sky.com
How and when can we contact you?*	ANYTIME BY PHONE OR EMAIL

**by email or phone, and days of the week and/or times of day you would prefer*

A3 Type of organisation

Description	Put a cross against all those that apply	Registration number of charity and/or company (if applicable)
Neighbourhood forum		
Parish Council		
Charity		
Community interest company	X	
Unincorporated body		
Company limited by guarantee		
Industrial and provident society		

A4 Number of members registered to vote locally (unincorporated bodies only)

In the case of an unincorporated body, at least 21 of its members must be registered to vote in the Bromsgrove District . If relevant, please confirm the number of such members. If they are registered to vote in the area of a neighbouring local authority, rather than in Bromsgrove , please confirm which area that is.

REDDITCH B.C.
350 MEMBERS

A5 Local connection

Your organisation must have a local connection, which means that its activities are wholly or partly concerned with the administrative area of Bromsgrove District Council or a neighbouring local authority. In some cases this will be obvious, eg. a parish council in Bromsgrove, or an organisation whose activities are confined to the district. If your connection may not be obvious to us please explain what your organisation's local connection is.

THE FOXLYDIATE PUBLIC HOUSE IS IN THE AREA OF BROCKHILL'S ONLY PUBLIC HOUSE. MANY GROUPS i.e. SLIMMING WORLD OPERATE FROM THESE PREMISES, USED BY OUR ASSOCIATION'S MEMBERS. MANY MEMBERS USE THE PUB, RESTAURANT + HOTEL.

A6 Distribution of surplus funds (certain types of organisation only)

If your organisation is an unincorporated body, a company limited by guarantee, or an industrial and provident society, its rules must provide that surplus funds are not distributed to members, but are applied wholly or partly for the benefit of the local area (ie. within the administrative area of Bromsgrove or a neighbouring local authority). If relevant, please confirm that this is the case, and specifically which area this applies to.

WE ARE A VOLUNTARY RESIDENTS ASSOCIATION AND DO NOT CHARGE OUR MEMBERS TO SUBSCRIBE. OUR FUNDS ARE RAISED BY ~~OUR~~ THE COMMITTEE BY HOSTING EVENTS.

A7 More about your organisation

What are the main aims and activities of your organisation?

TO DEVELOP A COMMUNITY SPIRIT AND ACT IN THE INTERESTS OF OUR MEMBERS I. E. WE HAVE REGULAR CONTACT WITH FOUR LOCAL COUNCILLORS WHO ATTEND OUR MEETINGS, TO ADVISE US ON MATTERS NEEDING OUR ATTENTION, NAMELY - WCC ROBIN LUNN, WHO PROVIDED THIS DOCUMENT. BRANDON CLAYDON WCC + RBC + PATTIE HILL WCC + RBC.

A8 Your organisation's rules

Please send us a copy of the relevant type of document for your organisation, and put a cross in the next column to indicate which one this is	X
Memorandum and Articles of Association (for a company)	
Trust Deed (for a trust)	
Constitution and/or rules (for other organisations)	X

Part B: About the land or building(s) you are nominating

B1 Description and address

What it is (eg. pub, local shop)	PUBLIC HOUSE AND RESTAURANT + HOTEL
Name of premises (eg. Post office, Community Centre)	PREMIER LODGE FOXLYDIATE ^{ARMS} PUBLIC HOUSE + HOTEL
Address including postcode (if known)	FOXLY BIRCHFIELD ROAD, WEBHEATH B97 6PX

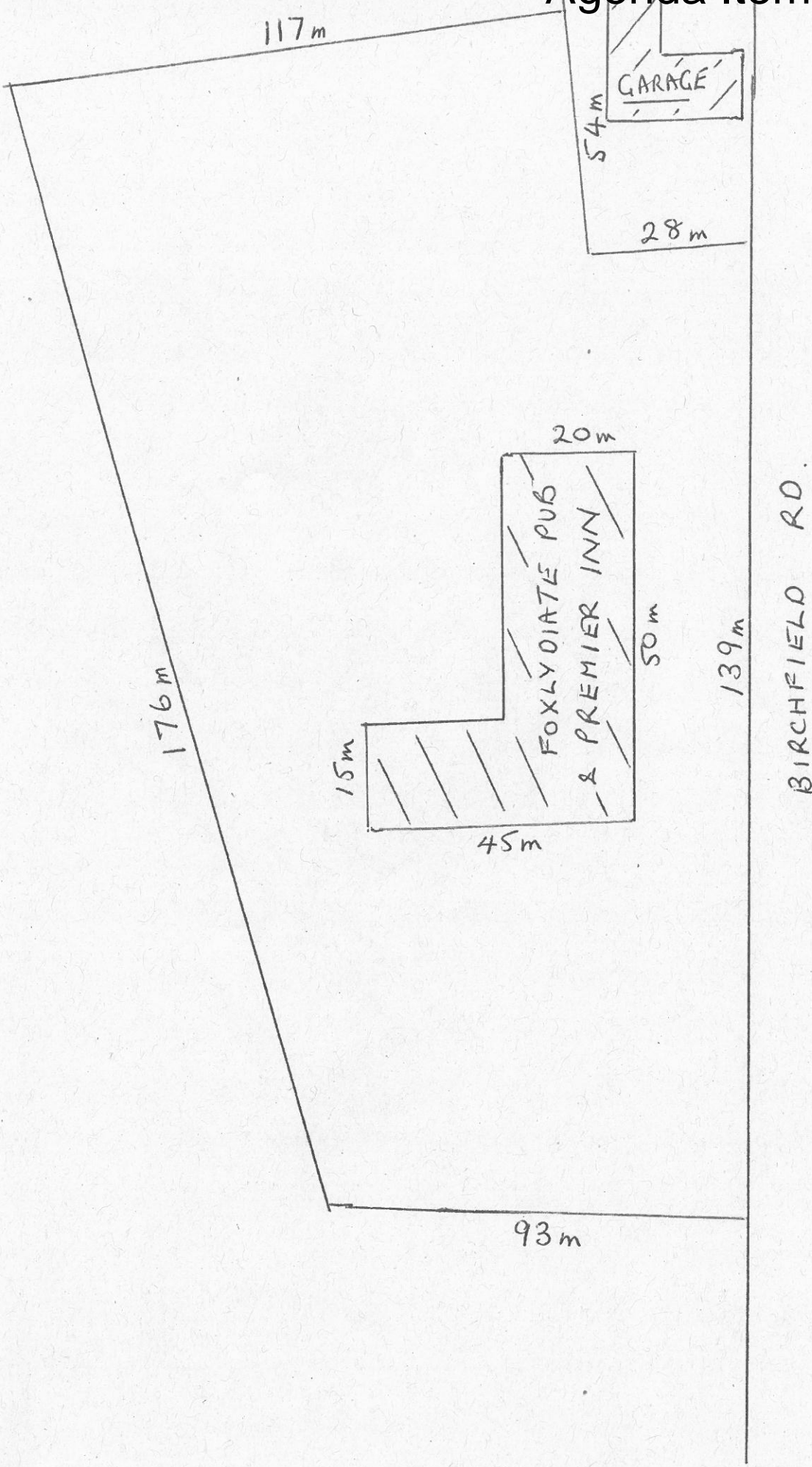
B2 Sketch plan

Please include (here or on a separate sheet) a sketch plan of the land. This should show:-

- The boundaries of the land that you are nominating
- The approximate size and position of any building(s) on the land.
- Any roads bordering the site.

PLEASE SEE ENCLOSED SKETCH PLAN.

Agenda Item 6



Agenda Item 6

B3. Owners and others with an interest in the building or land

You should supply the following information, if possible. If any information is not known to you, please say so.

	Name(s)	Address(es)
Names of all current occupants of the land	WHITBREAD GROUP PLC. BREWERS FAYRE PREMIER INN	Same as B1. CHISWELL COURT DUNSTABLE BEDFORDSHIRE LU5 5XE
Names and current or last known addresses of all those owning the freehold of the land (ie. owner, head landlord, head lessor)	WHITBREAD GROUP PLC	AS ABOVE
Names and current or last known addresses of all those having a leasehold interest in the land (ie. tenant, intermediate landlord, intermediate lessor)	BREWERS FAYRE MAYBE?	

B4 Why you think the building or land is of community value

Note that the following are not able to be assets of community value:-

- A building wholly used as a residence, together with land "connected with" that residence. This means adjoining land in the same ownership. Land is treated as adjoining if it is separated only by a road, railway, river or canal.
- A caravan site.
- Operational land. This is generally land belonging to the former utilities and other statutory operators.

Does it currently further the social wellbeing or social interests* of the local community, or has it done so in the recent past? If so, how?

IT IS THE ONLY PUBLIC HOUSE, RESTAURANT AND HOTEL IN THE VICINITY, OF BROCKHILL WITH ALL THE BUILDING OF NEW HOMES IN WEBHEATH, IT IS THE ONLY WORTHWHILE MEETING PLACE WITH CATERING FACILITIES SO IS VERY MUCH NEEDED AND VALUED ASSET. ITS MEETING ROOMS ARE USED BY LOCAL GROUPS, WHICH WILL BE NEEDED MORE THAN EVER WITH ALL THE NEW BUILDS.

Could it in future further the social wellbeing or social interests* of the local community? If so, how? (This could be different from its current or past use.)

IN THE FUTURE, WITH ALL THE NEW HOUSING TAKING PLACE CURRENTLY, IT WILL BE A MUCH NEEDED VENUE. THE GROUPS WHICH WILL DEVELOP FURTHER WITH THE EXTRA AMOUNT OF NEW RESIDENTS, WILL BE VERY MUCH NEEDED FOR THE SOCIAL AND WELL BEING OF THE COMMUNITIES IN BOTH WEB HEATH, BROCKHILL, AND SURROUNDING AREAS. CULTURAL, RECREATIONAL AND SPORTS CLUBS WILL BE DEVELOPED IN THE FUTURE HERE.

*These could be cultural, recreational and/or sporting interests, so please say which one(s) apply.

Section C: Submitting this nomination

C1 What to include

- The rules of your organisation (question A8).
- Your sketch plan (question B2).

C2 Signature

By signing your name here (if submitting by post) or typing it (if submitting by email) you are confirming that the contents of this form are correct, to the best of your knowledge.

Signature	
-----------	--

C3 Where to send this form

You can submit this nomination:-

- **By post to:** Ruth Bamford, Head of Service, Planning and Regeneration, Bromsgrove District Council, Parkside, Market Street, Bromsgrove, B61 8DA
- **By email to:** r.bamford@bromsgroveandredditch.gov.uk
-



Ruth Bamford
Planning and Regeneration
Parkside
Market Street
Bromsgrove
Worcestershire
B61 8DA

By Special delivery and e-mail to:
r.bamford@bromsgroveandredditch.gov.uk

Your Ref:

Our Ref:

SADB/FPR00520/1372

Please quote this when replying

Date:

20 June 2019

Please ask for:

Bob Sadler

Ext:

842187

Direct Dial:

+44 161 838 0287

E-mail:

Bob.Sadler@dwf.law

Direct Fax:

Dear Sir/Madam

Asset of Community Value Nomination - The Foxlydiate - Response from Owner

1. We act for Premier Inn Hotels Limited, the Owner of the nominated land.
2. My client has been forwarded the Asset of Community Value (ACV) nomination for the Foxlydiate, Birchfield road, Redditch. With a cover letter dated 7 June 2019. The cover letter requires any response from the owner to be submitted within 2 weeks of the date of that letter.
3. The cover letter says that the nomination is for the Foxlydiate which is a public house, but the Nomination Form and plan attached to it are actually for the restaurant, restaurant grounds, hotel, hotel grounds and additional land to the west.
4. In numerous places in the Nomination Form the applicant refers to Hotel use. This includes sections A5, B1 and B4.

Hotel

5. The Brewers Fayre restaurant (shown outlined in blue on the attached plan) is part of the same building as the Premier Inn Hotel. (shown outlined in white)
6. The ACV process is governed by the Localism Act 2011 (LA2011) and the Asset of Community Value (England) Regulations 2012 (ACV Regs).
7. Schedule 1 of the ACV Regs is titled "Land which is not of community value (and therefore may not be listed)" and refers to reg 3.
8. Paragraph 1 of Schedule 1 says:

66145402-1

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1 Scott Place, 2 Hardman Street, Manchester, M3 3AA
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(regulated by the Solicitors Regulation Authority)

Ruth Bamford

20 June 2019



"(1) Subject to sub-paragraph (5) and paragraph 2, a residence together with land connected with that residence." [is not of community value and may not be listed]

9. Further all the nominated land is owned by a single owner and "every part of the land can be reached from the residence without having to cross land which is not owned by that single owner.", the requirement in Sched 1 P1(2) ACV Regs

10. There is a further requirement in Sched 1 P1(5) ACV Regs. This starts:

"Land which falls within sub-paragraph (1) may be listed if—"

10.1. It is worthy of note that this refers to land. S108 LA2011 defines land as including part of a building (emphasis added) and does not refer to a building (i.e. the whole building which the draftsman could easily have specified).

10.2. The conclusion from this is that even if the restaurant is listed, the grounds and parts of the building that are associated with the non-restaurant use (i.e. the hotel use and the Overgrown Land (see below)) should not be listed. This would mean the land outlined in green, the land outlined in white and such parts of the carpark as are for hotel use would not be included in any listing.

11. Sched 1 P2(a) ACV Regs states:

"(a) "residence" means a building used or partly used as a residence;"

12. Sched 1 P2(b) ACV Regs states:

"(b) a building is a residence if—

...

(iii) it, or part of it, is a hotel or is otherwise principally used for letting or licensing accommodation to paying occupants"

...

13. The Premier Inn Hotel is located in the same building as the Brewers Fayre restaurant. It is used as a hotel. So by Sched 1 P2(b) ACV Regs coupled with P1(1), the building cannot be listed.

The Restaurant and Hotel Grounds

14. Section B4 of the application form deals with the ways that the nominated land is said to currently further the social wellbeing or social interests of the local community and also how it may do so in the future.

15. It is worthy of note that the meeting rooms and restaurant facilities are mentioned, but nowhere is the outdoor space referred to.

Ruth Bamford

20 June 2019



16. The inescapable conclusion from this is that the outdoor space does not currently (or in the future) further the social wellbeing or social interests of the local community. Given this, it is clear that the outdoor space should be excluded from any listed area.
17. The hotel grounds (shown as part of the white outlined area) are only used as part of the hotel. The Hotel grounds are separated from the restaurant grounds by a high wooden fence. The hotel grounds are in no way used for any use which furthers the social wellbeing or social interests of the local community (either currently, in the past or in the future). The hotel facilities are not mentioned in the nomination and so it is only right that the hotel grounds should be excluded from any listed area.

Community Use

18. Section B4 says that the Foxlydiate is the only pub in the vicinity, yet the Rose and Crown (Sizzling Bar and Grill Group) on Heathfield road is ¼ mile away via a well-made and well-lit main road. This by any measure is 'in the vicinity'.
19. Section B4 also says that "*it is the only worthwhile meeting place with catering facilities*". Once again, it must be pointed out that the Rose and Crown (which is only ¼ mile away) serves food and, in fact, has an extensive menu.
20. Section B4 says that the meeting rooms are used by local groups. The Regional Operations Manager has confirmed that the rooms are only booked:
 - 20.1. Slimmer World Every Monday and every Wednesday .
 - 20.2. Probus group Redditch 1 x per month on a Tuesday.
 - 20.3. Probus Bromsgrove Thursday 1 x per month.
21. This is a *de minimis* use and certainly insufficient to satisfy the requirements of S88(1)(a) LA 2011.

Overgrown Land

22. The attached plan shows an area of land to the western edge of the site. This area is outlined in green on the attached plan and is known as the **Overgrown Land**.
23. The Overgrown Land is included within the area of land that has been nominated as an ACV.
24. The Overgrown Land is a distinct area of land that the general public (users of the restaurant and hotel) do not have access to.
25. The Overgrown Land is not mentioned anywhere in the application form as being an area of land which is used for community uses.
26. The ACV appeal case concerning the *Swan Inn* at Blakedown (CR/2015/0013) looked at an area of land that was separate from the main nominated area. In that case the chamber president Judge Peter Lane

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looked at the functional and physical relationship between the 'Wooded Area' and the pub. The Judge ruled (at para 14):

"14. *There is, I find, no functional relationship between the disputed wooded area and the pub etc. The evidence shows clearly that no actual use is made of that woodland by customers of the pub (or by its staff).*

"...

27. In that case it was decided that the 'Wooded Area' would not be included in the listed area and that the tribunal (and by extension the Council) have the power to modify the nominated/listed area.

The Layout of the Building

28. The area above the restaurant is a mixture of hotel bedrooms and staff accommodation. It is therefore clear that a vertical section of the building taken above the restaurant would include the residential elements of the hotel use (which are exempt from listing).

Nomination Form

29. In section A3 of the Nomination Form the nominator (Brockhill Residents' Association (**BRA**)), states that they are a Community Interest Company (**CIC**). A CIC is a special form of company formed under the Companies Act and registered with Companies House. It has not been possible to locate any records for BRA and it is therefore suggested that they are not a CIC. The requirements of s89 LA2011 are strict. BRA are not a CIC (as they state) and so the nomination is invalid.

30. Section A5 is intended to be where the nominator explains their local connection. This is required to demonstrate that the nominator (in this case BRA) satisfies reg 4 ACV Regs. BRA have not done this beyond saying that members drink at what they call a pub (but which is in fact a restaurant). This is not sufficient to establish a local connection. The statutory test is that "(a) *the body's activities are wholly or partly concerned ...*".

31. Merely saying that members drink at an establishment is not sufficient to establish that BRA's *activities are wholly or partly concerned* with the local authority's area. This is a mandatory requirement for a nominator and nowhere do they indicate how they satisfy it. Instead they have used this section to provide information that is more suited to section B4. Section A5 does not provide the required evidence that the nominator satisfies this mandatory requirement. The nomination is therefore invalid.

32. Section A6 of the Nomination Form asks the nominating body to confirm that its rules provide that surplus funds are not distributed to members. The section describes how funds are raised, but does not provide the required confirmation (another mandatory requirement). The nomination is therefore invalid.

33. Section A8 of the Nomination Form indicates that a copy of the 'Constitution and/or rules' of BRA were provided with the nomination form. For a CIC, the Memorandum and Articles must be provided. This further indicates that the nomination is invalid as it was not made by a CIC.

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34. The Constitution/Rules provided by BRA under section A8 have not been provided to the Owner. Accordingly it has not been possible to verify that they meet the required statutory requirements. This has significantly prejudiced the Owner's ability to respond to the nomination.

Planning Policy

35. The ACV regime is not directly linked to the planning regime. However, according to guidance, listing as an ACV may be a material consideration in a planning decision.
36. We live in a time of a national housing shortage with the government striving to encourage the delivery of increased amounts of housing.
37. The development plan in this instance is the Bromsgrove District Plan, adopted in January 2017. Within the Plan, the entire nomination site is specifically allocated as part of RCBD1 Site 1 Foxlydiate, which "*will include approximately 2,800 dwellings, a first school and a local centre, including associated community infrastructure*".
38. Policy RCBD1 has 15 criteria regarding the proposed delivery of the allocation, none of which refer to the retention of the restaurant or it having particular significance in relation to the delivery of the allocation, or any community value or function, hence its retention is not directed or suggested by the Policy.
39. If it was considered that the restaurant had any community value, or should be retained for any other reason, Policy RCBD1 would have been explicit in these terms, and it is not.
40. Whilst any listing is only a material consideration in the planning balance, listing as an ACV has the potential to de-rail the delivery of much needed (and allocated) housing.
41. Application 19/00615/OUT has been submitted and it is suggested that the ACV nomination is merely an attempt to make that application (and any subsequent one) unsuccessful and to prevent an allocated site coming forward.

Conclusion

42. The Hotel and its grounds are a residential use and so cannot be listed.
43. The Overgrown Land is not functionally related to the community uses and so cannot be listed.
44. The Restaurant is part of the same building as the Hotel and so should not be listed.
45. The outdoor area associated with the restaurant is not mentioned in any way in the Nomination Form and are therefore not of community value. This outdoor area should not be listed.
46. The Regional Operations Manager has shown that the community use of the restaurant is *de minimis*, so it should not be listed.

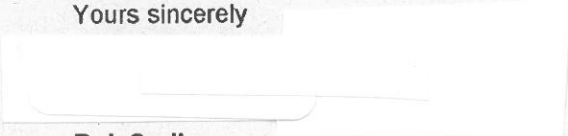
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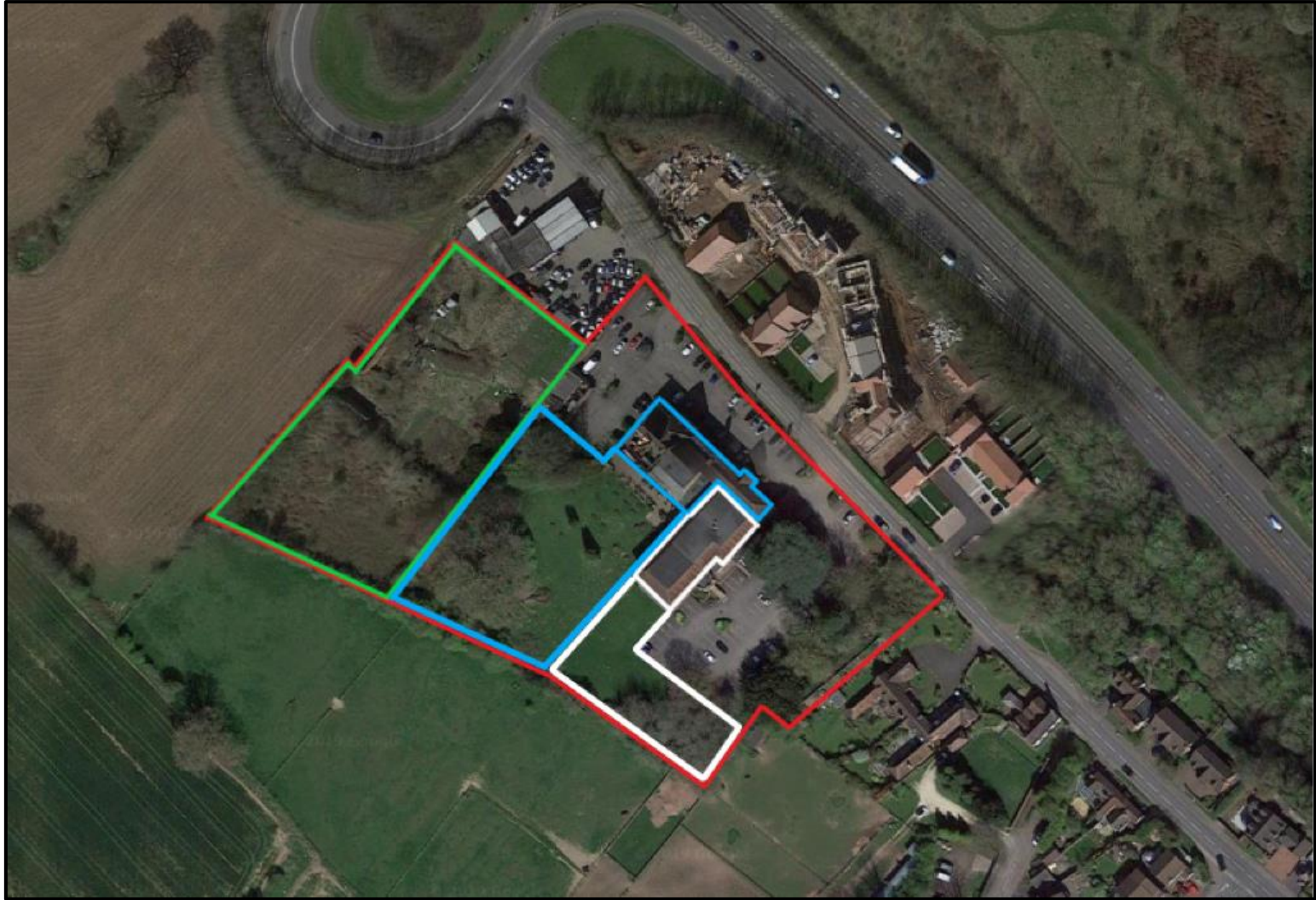
47. The site is allocated for housing in the Local Plan and listing may frustrate the delivery of this allocated site.

Yours sincerely


Bob Sadler
Associate
for DWF Law LLP

Enc Annotated Site Plan

Indicative Site Plan: The Foxlydiate, Birchfield Road, Redditch



Key

Red Line – Site Boundary

Green Line – Overgrown Area

Blue Line – The Foxlydiate (Restaurant)

White line – Premier Inn (Hotel)

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LEISURE AND CULTURAL SERVICES – Active Kitchen Options Appraisals

Relevant Portfolio Holder	Councillor Shirley Webb
Portfolio Holder Consulted	Yes
Relevant Head of Service	Dave Cove Interim Head of Leisure & Cultural Services
Wards Affected	All
Ward Councillor Consulted	No
Key Decision	

1. SUMMARY OF PROPOSALS

- 1.1 Following the Full Council meeting of Bromsgrove District Council on the 23rd January 2019 to provide a report to :
- 1) Advise Members on the progress that BDC Development Services has made over the past 12 months developing holiday time positive activities targeted at young people and children experiencing holiday hunger within two Council wards.
 - 2) Provide a relevant and evidence based needs analysis, area by area, across the Bromsgrove District with the intention to support the decision making process for members regarding the need to proceed to mainstream the service or not.

2. RECOMMENDATIONS

- 2.1 That Cabinet **RECOMMEND** to Council they approve that officers continue to pilot the Active Kitchen service in Sidemoor, Charford, Catshill, Rubery and Drakes Cross in 11 weeks of the school holidays and that approval be given for an estimated £34,000 be drawn down from balances 2019/20 to fund the service’s operational delivery, marketing, research and development.
- 2.2 That Cabinet **RECOMMEND** to Council they approve that officers return to cabinet in July 2020 to review the pilot and recommend next steps for the project.

3. KEY ISSUES

Background

Background to the decision to bring the report to Council

- 3.1.1 At the Full Council meeting of 23rd January it was duly noted that in 2018 “Active Kitchen” sessions were held in Sidemoor and Charford, in partnership with the YMCA, NewSong Community Church and St Andrews Church Hall
- 3.1.2 These sessions were held during school holidays since Easter 2018 ensured that local children in the areas concerned could take part in fun sporting activities and enjoy a healthy hot meal afterwards

3.1.3 Funding for these sessions was provided from the divisional funds of two County Councillors in Bromsgrove.

3.2.1 This Cabinet report was scheduled for the June 2019 Cabinet meeting and was deferred as a result of the Development Services team determining that not enough evidence and information was available in order to reach an informed decision about the way forward for the scheme. Since then a small but focused amount of local data was gathered at the most recent Active Kitchen activities that took place in Charford during the May half term activity of 2019. That evaluation alongside a wider range of nationally available data determined the following:

Background information and summary achievements we have about the project April 2018 - April 2019

3.2.2 In April 2019 the Sports Development Unit of the new Development Services team presented to the new service manager that :

“Active Kitchen provides a safe and welcoming place for local children aged 9-14 to keep active during the school holidays and fight holiday hunger with home prepared meals and that it aims to have a lasting impact on the lives of young people, empowering personal value and self-confidence.”

The project depended on funding from County Councillors. As a result of the remit of the funding provided by County Councillors the team delivered the project in areas with a higher level of deprivation than others and those were Charford and Sidemoor wards. Anecdotal evidence presented to Council staff and partners during their work in these areas highlighted low levels of aspiration and high levels of issues relating to poor mental health. The project seemed to successfully tackle these issues through physical activity opportunities, nutritious food and passionate staff support. Since the first Bromsgrove Active Kitchen project in April 2018 the projects have proved popular with residents with for example 19 young people attending in the Easter holidays and May half 2018 term seeing 25 young people. All in all the programme ran in the holidays at Easter, May half term, summer holidays and October half term in 2018 and during early 2019 and saw 185 people attend and receive a free hot meal in total. The programme ran across 2 locations in Charford, and Sidemoor.

The project to date has been supported by the YMCA, Newsong Community Church and St Andrews Church Hall. The project continued into the summer holidays in 2018 and provided the opportunity to access sport and physical activity daily, introducing young people to a variety of activities including; gymnastics, dance, skipping, football, rugby, basketball, dodgeball, cricket and more. The project also provided volunteering opportunities for local people to get involved in supporting the project through coaching and cooking. This volunteering has proved invaluable to the project. The following information was determined:

The key partners involved in the delivery of the project to date

YMCA
West Mercia Police
Life Fork and Spoon
St Andrews Church

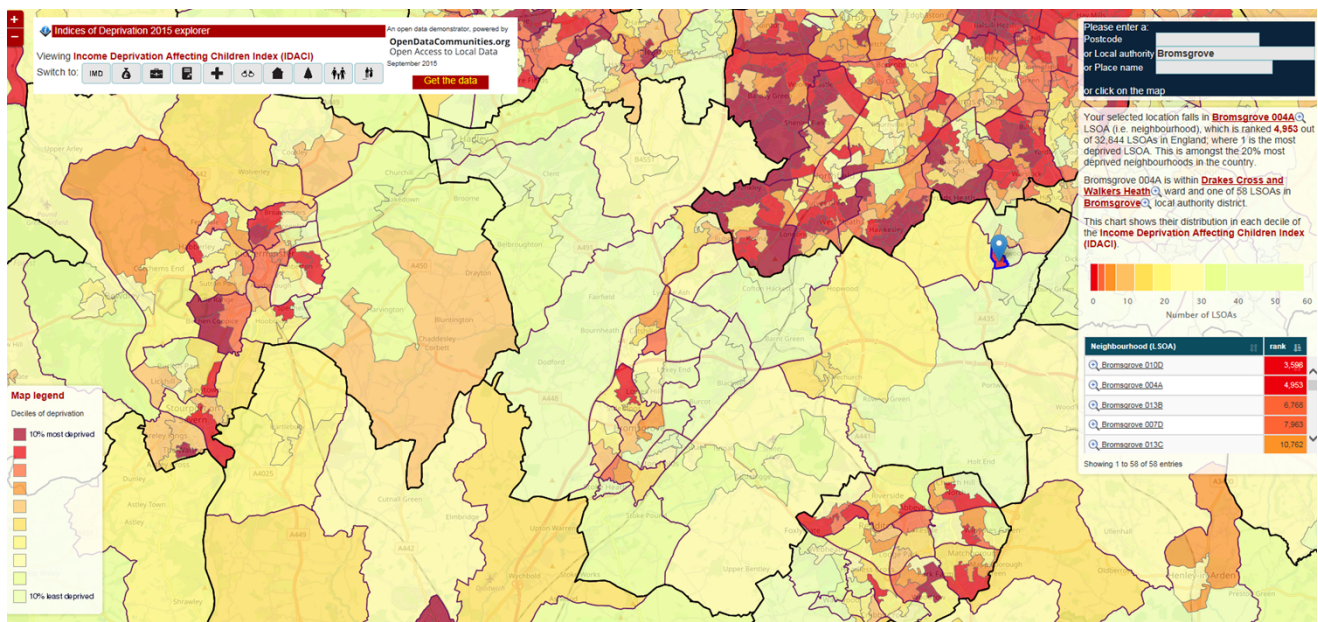
The Bromsgrove Youth Hub
NewSong Church

Further research determining needs in Bromsgrove carried out by managers since April 2019

- 3.3.1** Officers wish to emphasise the feedback provided by partners indicating the intrinsic value of this programme adding considerable value to existing youth work provision in the district. In short more engagement work in more locations leads to stronger relationships within communities and better outcomes for children, young people and their guardians.
- 3.3.2** On further investigation it has come to the attention of officers that the Department for Education are delivering pilot based local coordination of free holiday provision (healthy food and enriching activities) for disadvantaged children in a number of local authority areas across England.
- 3.3.3** This clearly reflects the increasing role of local councils in tackling holiday hunger. The attainment gaps between less well-off children and well off children upon returning to school after school holidays is well documented. Healthy food and activities add real value not just to tackling the issues of holiday hunger and isolation but also have a very positive impact on educational outcomes.
- 3.3.4** The DfE recognises that the school holidays can be particular pressure points for some families because of increased costs (such as food and childcare) and reduced incomes (such as loss of a free school meal, reduced working hours etc.). There is a growing body of evidence of a holiday experience gap - with children from disadvantaged families less likely to access organised out-of-school activities; more likely to experience 'unhealthy holidays' in terms of nutrition and physical health; and more likely to experience social isolation.
- 3.3.5** According to the DfE free holiday clubs are therefore a response to this issue and their evidence suggests that they can have a positive impact on children and young people and that they work best when they provide consistent and easily accessible enrichment activities, for more than just breakfast or lunch, and when they involve children (and parents/guardians) in food preparation.
- 3.3.6** The Indices of Multiple Deprivation (IMD) 2015 indicates that the lower super output areas (LSOAs) in the district which are the most relatively deprived are in the following wards:
- Sidemoor (in top 20% most deprived nationally)
 - Rock Hill
 - Catshill South
 - Bromsgrove Central
 - Charford

However, when you look at the Income Deprivation Domain Affecting Children Index, the lower super output areas (LSOAs) affected are in the following wards:

- Sidemoor (in top 20% most deprived nationally)
- Drakes Cross (in top 20% most deprived nationally)
- Rock Hill
- Catshill South
- Bromsgrove Central
- Charford



The **Income Deprivation Affecting Children Index (IDACI)** measures the proportion of all children aged 0 to 15 living in income deprived families. It is a subset of the Income Deprivation Domain which measures the proportion of the population in an area experiencing deprivation relating to low income. The definition of low income used includes both those people that are out-of-work, and those that are in work but who have low earnings (and who satisfy the respective means tests).

Data produced by the End Child Poverty Coalition, provides estimates of child poverty to ward level, defining households as living in poverty if their household income (adjusted to account for household size,) is less than 60% of the median. All poverty rates are calculated on an after housing costs basis. Whilst Bromsgrove District as a whole had the lowest level of child poverty in the West Midlands, the following wards did have significantly higher levels:

- Charford- 36% of children
- Catshill- 32% of children
- Sidemoor- 30% of children

Department for Business, Energy and Industrial Strategy Fuel Poverty data indicates that LSOAs in the following wards have the highest proportion of households who are fuel poor:

- Sidemoor
- Catshill North
- Rock Hill

3.3.7 In addition to the Indices of Multiple Deprivation data according to the School Census of January 2018 (Appendix A of this report) we have a very clear picture as a Council of how many children on the school register are entitled to Free School Meals (FSM). This represents another way to determine whether the right young people are accessing the proposed Active Kitchen service. This data supports the view that there are pockets of need in the Charford, Sidemoor, Catshill and Drakes Cross areas and in addition indicates need in the Rubery area.

3.3.8 There are 39 schools in the Bromsgrove District area. There are 242 in total across Worcestershire.

3.3.9 There are 1043 children who are entitled to access free school meals in the District of Bromsgrove.

Proposed Pilot Active Kitchen Project

3.4 Following consideration of the information provided from 3.2.2 through till 3.3.9 of this report officers have made a judgement that recommends that we continue to pilot the project and on an initial basis roll out the scheme to work in 5 areas of the district: Sidemoor, Charford, Catshill, Rubery and Drakes Cross during 11 school holiday weeks in 2019 and 2020.

3.4.1 The officers would continue to work alongside our current partnerships : YMCA, West Mercia Police, Life Fork and Spoon, St Andrews Church, The Bromsgrove Youth Hub and NewSong Church to deliver the work in Sidemoor and Charford. Officers are currently in discussions with the YMCA about attaching the programme to current provision in Catshill and Rubery youth club settings. Officers are currently exploring partnership opportunities to work in Drakes Cross. These new partnerships will all be in place in time for the October half term of 2019. Activities are scheduled to take place during the summer of 2019 in Sidemoor and Charford.

CABINET COMMITTEE

July 2019

- 3.4.2 The officers will allocate research and development time to explore other smaller scale options to provide support strictly for those limited numbers of children and young people that need the support in areas outside of the 5 key hotspots. A budget will be allocated to this area of work.
- 3.4.3 Officers have determined that if the project were to continue to improve in quality then we would benefit from a wide collaborative approach to improve the quality of provision, in terms of:
- Partnership working with other stakeholders in order to improve targeting and referral
 - Links with local food providers including utilising surplus food from local supermarkets and businesses
 - Further exploration of potential usage of existing venues to include but not be restricted to community centres, schools, churches.
 - Further exploration of evaluation delivery methods required to establish the background of project users, this issue by far and away representing the most challenging factor for the programme. Without offending our target groups how do we determine the background of the children and their level of needs in relation to access to quality food? One good example of meaningful data collection has been asking questions of the young people. The questions and the answers provided are listed below. These questions were asked in May half term in Sidemoor:
 1. What else would you be doing if you weren't here?
 - "Sleeping"
 - "Playing on my phone"
 - "In bed"
 - "On my phone"
 - "Playing fornite"
 - "Going hub"
 - "Watching tv"
 - "Playing xbox in bed"
 - "Causing mischief"
 2. If you weren't getting meal here today what would be likely to eat?
 - "Mcdonald"
 - "sandwich"
 - "Bacon"
 - "All day break"
 - "Chocolate cookie"
 - "Pizza"
 - "Noodles"
 - "Chicken"
 - "Chips"
 - "Pot Noodle"

- “Burger”
- “something healthy”

- A greater co-ordination across local areas to help raise awareness of what provision is available.

- Improved minimum standards or guidance in terms of monitoring and evaluation

- Measures -how they intend to monitor their provision’s outcomes, for example, by gathering views of parents and children at the start and end of the programme or encouraging the use of food diaries.

- Project partners will explore whether it is possible to work alongside schools who have access to the data required to determine our success or otherwise accessing the right target groups. We will potentially be able to report on pupil-level attendance at each session. The Council will therefore require the name, date of birth, school attended and home postcode for all pupils attending each session so that the attendance data can be matched to the National Pupil Database. This should all be collected in adherence with GDPR.

4. Financial Implications.

The estimated cost of the pilot roll out programmes will be in the region of £34,000 per annum. This is broken down as follows:

Unit cost of £500 per each individual school holiday week’s provision in one hot spot area facility multiplied by 5 areas and 11 school holiday weeks provision = £27,500

Research and Development budget of £6,000

Marketing budget : £500

Total Estimated Budget: £34,000

5. Legal Implications

There are no legal implications attached to receiving and considering this report.

6. Customer, Equalities and Diversity Implications

6.1 By continuing the work to identify customer need, demand, satisfaction and through the use of relevant and operationally useful range of measures we will access the desired target groups most at risk of holiday hunger.

6.2 From an equalities perspective the projects will operate in line with the Council’s existing practices and policies and it will be expected to support the Council’s objectives in this area and respond to reasonable requests for changes to service provision to meet customer needs.

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- 6.3 Officers view the development of this report in part to undertaking an Equality Impact Assessment.
- 6.4 As part of the rebranding and development of the enhanced marketing offer the project name will be reviewed alongside partners to determine whether it is proving successful. This work may lead to the development of a new project name and brand.
- 6.5 As part of the establishment of the projects the continued support of our Volunteers is critical to the project's success, as such this will be a key area of work after this report is approved. As part of this, we will review our approach to volunteers to ensure it continues to support and ensure that we reflect the huge benefit they have to the organisation and the contribution they make to keep these key services running by making them cost effective to deliver.

7. Staffing Matters

None

8. Risk Management

- 8.1 As part of the project activity there is a risk assessment which fulfils the Council's obligations with regard to delivering a safe, healthy and enjoyable activity.
- 8.2 The process of identifying need and evaluating the progress of this project's work looks to reassure Council that every step is being taken to ensure that a suitable decision is made regarding the extent to which this service should be provided within a District of this nature.

9. APPENDICES

- Indices of multiple deprivation: Income deprivation that affects children index
- School Census January 2018 providing information about Free School Meals
- District wide map indicating location of Bromsgrove based schools.

10. BACKGROUND PAPERS

11. KEY

None

AUTHOR OF REPORT

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Agenda Item 7

LA name Worcestershire

School Census January 2018

Estab	School Name	Number of	Number of	% of pupil	Address
7003	Riversides School	63	30	47.6	Thorneloe Road, Barbourne, Worcester, WR1 3HZ
3331	St Mary's CofE (VA) Primary School	201	87	43.3	Stoney Lane, Kidderminster, DY10 2LX
3400	Grove Primary School	194	83	42.8	Pickersleigh Grove, Malvern, WR14 2LU
3020	Cleeve Prior CofE (Controlled) First School	38	16	42.1	Main Street, Cleeve Prior, Evesham, WR11 8LG
1109	Newbridge Short Stay Secondary School	52	21	40.4	Midland Road, Worcester, Worcestershire, WR5 1DS
7000	Kingfisher School	74	29	39.2	Clifton Close, Matchborough, Redditch Worcestershire B98 0HF
1105	The Beacon Primary Short Stay School	8	3	37.5	Longdon Close, Woodrow South, Woodrow, Redditch, Worcestershire, B98 7UZ
2014	Birchen Coppice Academy	252	94	37.3	Woodbury Road, Kidderminster, Worcestershire, DY11 7JJ
2011	Carnforth School	186	69	37.1	Carnforth Drive, Worcester, WR4
7026	Wyre Forest School	224	83	37.1	Habberley Road, Kidderminster,
1103	Perryfields Primary Pupil Referral Unit	11	4	36.4	Glebe Close, Bromyard Road, W
2163	Dines Green Primary School	247	90	36.4	Tudor Way, Worcester, WR2 5QH
2005	Oasis Academy Warndon	524	183	34.9	Edgeworth Close, Worcester, WR4 9PE
7025	Fort Royal	215	75	34.9	Wyld's Lane, Worcester, Worcestershire, WR5 1DR
1121	The Forge Secondary Short Stay School	32	11	34.4	215 Easemore Road, Redditch, Worcestershire, B98
2137	Woodrow First School	292	92	31.5	Longdon Close, Redditch, B98 7UZ
7009	Pitcheroak School	125	38	30.4	Willow Way Redditch B97 6PQ
7011	Vale of Evesham School	161	49	30.4	Four Pools Lane, Evesham
3012	St Bartholomew's CofE VC Primary School	266	80	30.1	Princess Way, Walshes Estate, Stourport-on-Severn, DY13 0EL
2035	Westlands First School	245	70	28.6	Farmers Way, Westlands, Droitwich, WR9 9EQ
7001	Rigby Hall Day Special School	121	33	27.3	Rigby Lane, Astonfields, Bromsgrove, Worcestershire, B60 2EP
2105	Great Malvern Primary School	321	86	26.8	Pickersleigh Road, Malvern, WR14 2BY
7024	Regency High School	123	33	26.8	Carnforth Drive, Warndon, Worcester, Worcestershire, WR4 9JL
7019	New College Worcester (NMSS)	42	11	26.2	Whittington Road, Worcester, Worcestershire, WR5 2JX
2000	Perry Wood Primary and Nursery School	385	100	26	St Albans Close, Worcester, WR5 1PP
2128	Batchley First and Nursery School	277	71	25.6	Cherry Tree Walk, Redditch, B97 6PD
2162	Cranham Primary School	427	102	23.9	Tetbury Drive, Warndon, Worcester, WR4 9LS
3084	Overbury CofE First School	72	17	23.6	Overbury, Tewkesbury, GL20 7NT
3026	St Oswald's CofE Primary School	183	43	23.5	Sion Avenue, Kidderminster, DY10 2YL
3353	Madresfield CofE Primary School	102	24	23.5	40 Madresfield Village, Madresfield, Malvern, WR13 5AA
3023	St George's CofE Primary School and Nursi	184	42	22.8	Birmingham Road, Kidderminster, DY10 2BX
7015	Chadsgrove School	101	23	22.8	Meadow Road, Catshill, Bromsgrove, Worcestershire, B61 0JL
3358	St Joseph's Catholic Primary School	151	34	22.5	Newtown Road, Malvern, WR14 1PF
2015	Catshill First School	270	59	21.9	Gibb Lane, Catshill, Bromsgrove, B61 0JP
2908	Foley Park Primary School and Nursery	233	51	21.9	Northumberland Avenue, Kidderminster, DY11 7AW
4754	Bishop Perowne CofE College	776	170	21.9	Merriman's Hill Road, Worcester
2167	Hollymount School	313	66	21.1	Hollymount Road, Tolladine, Worcester, WR4 9SG
3354	St Matthias Church of England Primary Sch	194	41	21.1	Cromwell Road, Malvern Link, WR14 1NA
4014	Baxter College	788	148	18.8	Habberley Road, DY11 5PQ Kidderminster
2131	Holyoakes Field First School	252	46	18.3	Bridge Street, Redditch, B97 6HH
3024	St John's CofE Primary School	384	70	18.2	Blakebrook, Kidderminster, DY11 6AP
3094	St Stephen's CofE First School	140	25	17.9	Mabey Avenue, Redditch, B98 8HW
2119	Abbey Park First and Nursery School	164	29	17.7	Abbey Road, Pershore, WR10 1DF
2192	Moons Moat First School	232	41	17.7	Cleeve Close, Church Hill South, Redditch, B98 9HR
4418	Birchensale Middle School	519	92	17.7	Bridley Moor Road, Redditch, B97 6HT
4801	Dyson Perrins CofE Academy	610	107	17.5	Yates Hay Road, Malvern, Worcs
2016	Charford First School	424	73	17.2	Charford Road, Charford, Bromsgrove, B60 3NH
4427	Church Hill Middle School	308	53	17.2	Wood Piece Lane, Church Hill, Redditch, B98 9LR
2916	Westacre Middle School	384	64	16.7	Ombersley Way, Droitwich, WR9 0AA
2141	Roman Way First School	187	31	16.6	Colts Lane, Winyates West, Redditch, B98 0LH
2001	Crabbs Cross Academy	243	40	16.5	Evesham Road, Crabbs Cross, Redditch, B97 5JH
2902	Stourport Primary Academy	286	47	16.4	Park Avenue, Stourport-on-Severn, DY13 8SH
4009	Ipsley CE RSA Academy	588	96	16.3	Winyates Way, Winyates, Redditch, B98 0UB
4008	Arrow Vale RSA Academy	593	96	16.2	Green Sward Lane, Matchborough, Redditch, Worcs
4436	Woodfield Academy	517	83	16.1	Studley Road, Redditch, B98 7HH
4402	Catshill Middle School	301	48	15.9	Meadow Road, Catshill, Bromsgrove, B61 0JW
2010	Heronswood Primary School	325	50	15.4	Heronswood Road, Kidderminster, DY10 4EX
2136	Tenaces First School	292	45	15.4	Quibery Close, Winyates East, Redditch, B98 0PB
3077	Martley CofE Primary School	131	20	15.3	Martley, Worcester, WR6 6QA
2919	Matchborough First School Academy	385	58	15.1	Matchborough Way, Matchborough, Redditch, B98 0GD
2906	Abbey Park Middle School	206	31	15	Abbey Road, Pershore, WR10 1DF
2911	Offmore Primary School	307	44	14.3	Wordsworth Crescent, Kidderminster, DY10 3HA
3398	Abbeywood First School	245	35	14.3	Wood Piece Lane, Church Hill, Redditch, B98 9LR
2036	Chawson First School	361	50	13.9	Wych Road, Droitwich, WR9 8BW
3088	Pinvin CofE First School	122	17	13.9	Main Street, Pinvin, Pershore, WR10 2ER
2013	Broadway First School	88	12	13.6	Lime Tree Avenue, Broadway, WR12 7BD
4438	Tudor Grange Academy Redditch	213	29	13.6	Woodrow Drive, Redditch, Worcs
2920	Oak Hill First School	444	60	13.5	Wirehill Drive, Lodge Park, Redditch, B98 7JU
2202	Oldbury Park Primary School	398	53	13.3	Oldbury Road, Worcester, WR2 6AA
4503	Wolverley CofE Secondary School	572	76	13.3	Blakeshall Lane, Wolverley, Kidderminster, Worcs
3369	Sutton Park Community Primary School	234	31	13.2	Greatfield Road, Kidderminster, DY11 6PH
3114	St Barnabas CofE Primary School	420	55	13.1	Green Lane, Worcester, WR3 8NZ
3388	St Clement's CofE Primary	207	26	12.6	Henwick Road, Worcester, WR2 5NS
1108	Continu Plus Academy	24	3	12.5	The ContinU Plus Academy, Finepoint Way, Kidderminster, DY11 7FB,
2007	Badsey First School	202	25	12.4	School Lane, Badsey, Evesham, WR11 7ES
3022	Clent Parochial Primary School	105	13	12.4	Bromsgrove Road, Clent, Stourbridge, DY9 9QP
2121	Cherry Orchard First School	147	18	12.2	Cherry Orchard, Pershore, WR10 1ET
3011	St Anne's CofE VC Primary School	296	36	12.2	Wyre Hill, Bewdley, DY12 2UQ
3092	St George's CofE First School	205	25	12.2	Stevenson Avenue, Redditch, B98 8LU
4437	Trinity High School and Sixth Form Centre	696	85	12.2	Easemore Road, Redditch, Worcs
2020	Millfields First School	272	33	12.1	Swift Close, Bromsgrove, B61 7BS
4006	The De Montfort School	856	103	12	Four Pools Road, Evesham, Worcs
5202	St Thomas More Catholic First School	211	25	11.8	Woodrow Centre, Studley Road, Redditch, B98 7RY
3042	St Richard's CofE First School	341	40	11.7	Four Pools Lane, Evesham, WR11 1DU
3015	Wilden All Saints CofE Primary School	211	24	11.4	Wilden Lane, Stourport-on-Severn, DY13 9LP
2910	Franche Primary School	844	95	11.3	Chestnut Grove, Kidderminster, DY11 5QB
2187	Wychbold First and Nursery School	116	13	11.2	School Road, Wychbold, Droitwich, WR9 7PU
4422	Ridgeway Academy	470	52	11.1	Evesham Road, Astwood Bank, Redditch, B96 6BD
2917	Witton Middle School	456	50	11	Old Coach Road, Droitwich, WR9 8BD
3332	Wolverley Sebright VA Primary School	146	16	11	Franche Road, Wolverley, Kidderminster, DY11 5TP
4002	North Bromsgrove High School	701	77	11	School Drive, Stratford Road, Bromsgrove, Worcs
3380	St Wulstan's Catholic Primary School	175	19	10.9	Elmfield Walk, Off Stagborough Way, Stourport-on-Severn, DY13 8TX
4017	Woodrush Community High School	892	97	10.9	Woodrush Lane, Hollywood, Birmingham
4434	Nunnery Wood High School	1314	142	10.8	Clatchley Road, Worcester
4501	King Charles I School	944	102	10.8	Hill Grove House, Comberton Road, Kidderminster, Worcs
3053	Harvington CofE First School	168	18	10.7	Village Street, Harvington, Evesham, WR11 8NQ
4004	The Stourport High School and Sixth Form	990	106	10.7	Minster Road, Stourport-on-Severn, Worcs
2118	Pebworth First School	38	4	10.5	Back Lane, Pebworth, Stratford-upon-Avon, CV37 8XA
3368	Holy Redeemer Catholic Primary School	181	19	10.5	Priest Lane, Pershore, WR10 1ER

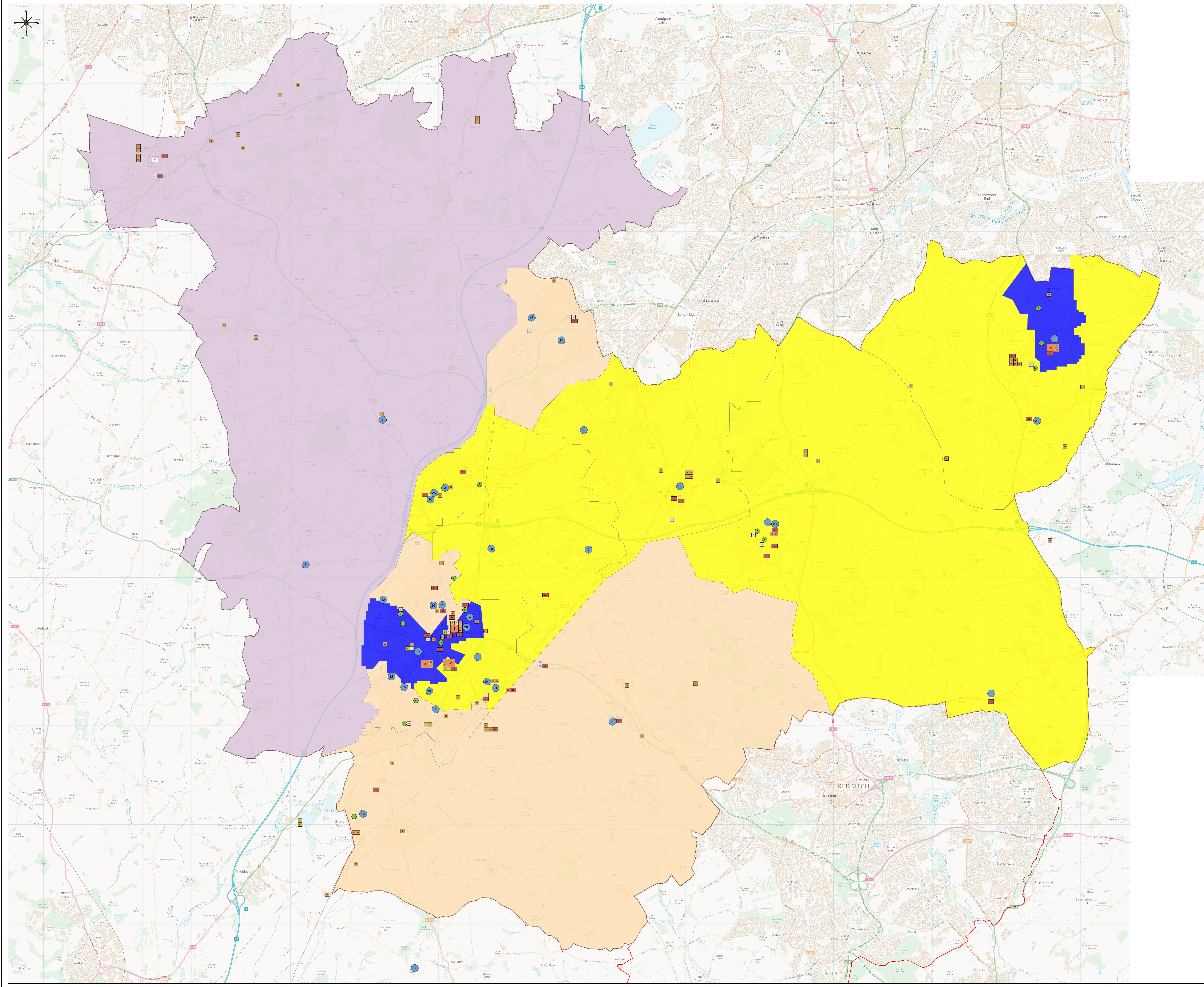
Agenda Item 7

4005 Droitwich Spa High School and Sixth Form	995	100	10.1 Briar Mill, Droitwich, Worcs
4028 The Chase	1049	106	10.1 Geraldine Road, Malvern, Worcs
3107 Upton-upon-Severn CoFE Primary School	180	18	10 School Lane, Upton-upon-Severn, WR8 0LD
3360 St James' CoFE Primary School	100	10	10 West Malvern Road, Malvern, WR14 4BB
3397 Bewdley Primary School	319	32	10 Stourport Road, Bewdley, DY12 1BL
4013 Tenbury High Ormiston Academy	351	35	10 Oldwood Road, Tenbury Wells, Worcs
3018 Church Lench CoFE First School	71	7	9.9 Main Street, Church Lench, Evesham, WR11 4UE
3013 Hartlebury CoFE Primary School	183	18	9.8 The Village, Hartlebury, Kidderminster, DY11 7TD
3324 Fladbury CoFE First School	82	8	9.8 Church Street, Fladbury, Pershore, WR10 2QB
3051 Hanley Swan St Gabriel's with St Mary's Co	113	11	9.7 Hanley Swan, Worcester, WR8 0EQ
5401 St Bede's Catholic Middle School	631	61	9.7 Holloway Lane, Redditch, B98 7HA
3104 Tenbury CoFE Primary School	190	18	9.5 Bromyard Road, Tenbury Wells, WR15 8BS
2179 Stanley Road Primary School	373	35	9.4 Stanley Road, Worcester, WR5 1BD
3010 Far Forest Lea Memorial CoFE Primary Sch	129	12	9.3 New Road, Far Forest, Kidderminster, DY14 9TQ
3085 Pendock CoFE Primary School	43	4	9.3 Pendock, Gloucester, GL19 3PW
3208 St Barnabas CoFE First and Middle School	332	31	9.3 Stonebow Road, Drakes Broughton, Pershore, WR10 2AW
4432 Christopher Whitehead Language College	1149	105	9.1 Bromwich Road, Worcester
3308 Broadwas CoFE Aided Primary School	100	9	9 Broadwas-on-Teme, Worcester, WR6 5NE
2021 Sidemoor First School and Nursery	302	27	8.9 Perryfields Road, Bromsgrove, B61 6QN
2161 Cherry Orchard Primary School	619	55	8.9 Timberdine Close, Worcester, WR5 2DD
3093 St Luke's CoFE First School	146	13	8.9 Plymouth Road, Southcrest, Redditch, B97 4NU
3389 St George's CoFE Primary School	202	18	8.9 St George's Lane North, Worcester, WR1 1RD
4408 Blackminster Middle School	179	16	8.9 Station Road, South Littleton, Evesham, WR11 8TG
2034 Dodford First School	68	6	8.8 Fockbury Road, Dodford, Bromsgrove, B61 9AW
2907 Comberton Primary School	445	39	8.8 Borrhington Road, Kidderminster, DY10 3ED
6905 Tudor Grange Academy Worcester	925	81	8.8 Bilford Road, Worcester
2173 Perdiswell Primary School	412	36	8.7 Bilford Road, Worcester, WR3 8QA
3310 St Peter's Catholic First School	265	23	8.7 Rock Hill, Bromsgrove, B61 7LH
3391 St Joseph's Catholic Primary School	350	30	8.6 Chedworth Drive, Worcester, WR4 9PG
4576 St Egwin's CoFE Middle School	389	33	8.5 Worcester Road, Evesham, WR11 4JU
2041 Swan Lane First School	347	29	8.4 Rynal Street, Evesham, WR11 4QA
2921 Holywell Primary and Nursery School	428	36	8.4 School Road, Rubery, B45 9EY
5404 St John's Church of England Middle School	645	54	8.4 Watt Close, Bromsgrove, B61 7DH
2204 Somers Park Primary School	403	33	8.2 Somers Park Avenue, Malvern, WR14 1SE
3014 Callow End CoFE Primary School	98	8	8.2 Upton Road, Callow End, Worcester, WR2 4TE
5201 Flyford Flavell First School	73	6	8.2 Radford Road, Flyford Flavell, Worcester, WR7 4BS
2078 Honeybourne First School	149	12	8.1 School Street, Honeybourne, Evesham, WR11 7PJ
3072 The Littletons Church of England Academy	125	10	8 Farm Lane, South Littleton, Evesham, WR11 8TL
3205 St Nicholas' CoFE Middle School	287	23	8 Main Street, Pinvin, Pershore, WR10 2ER
5402 Blessed Edward Oldcorne Catholic College	1056	85	8 Timberdine Avenue, Worcester
3210 Northleigh CoFE Primary School	304	24	7.9 St Peter's Road, Malvern, WR14 1QS
3043 St Andrew's CE School	244	19	7.8 Maryman's Road, Evesham, WR11 2QN
3098 Rushwick CoFE Primary School	154	12	7.8 Upper Wick Lane, Rushwick, Worcester, WR2 5SU
4403 Parkside Middle School	528	41	7.8 Stourbridge Road, Bromsgrove, B61 0AH
3350 Lindridge St Lawrence CE Primary School	91	7	7.7 Lindridge, Tenbury Wells, WR15 8JQ
3328 Great Witley CoFE Primary School	170	13	7.6 Worcester Road, Great Witley, Worcester, WR6 6HR
2904 Lickhill Primary School	201	15	7.5 Almond Way, Stourport-on-Severn, DY13 8UA
3049 Hanbury CoFE First School	120	9	7.5 School Road, Hanbury, Bromsgrove, B60 4BS
2172 Nunnery Wood Primary School	404	30	7.4 Prestwich Avenue, Worcester, WR5 1QE
3097 Romsley St Kenelm's CoFE Primary School	190	14	7.4 Bromsgrove Road, Romsley, Nr Halesowen, B62 0LF
2200 Pitmaston Primary School	593	43	7.3 Malvern Road, Worcester, WR2 4ZF
4579 Walkwood Church of England Middle Schoc	662	48	7.3 Feckenham Road, Headless Cross, Redditch, B97 5AQ
2918 The Lyppard Grange Primary School	392	28	7.1 Ankerage Green, Warndon Villages, Worcester, WR4 0DZ
3109 Upper Arley CoFE VC Primary School	74	5	6.8 Arley, Bewdley, DY12 1XA
3016 Cookley Sebright Primary School	208	14	6.7 Lea Lane, Cookley, Kidderminster, DY10 3TA
2080 Kempsey Primary School	301	20	6.6 Ellsdon, Kempsey, Worcester, WR5 3NT
3110 Whittington CoFE Primary School	211	14	6.6 Whittington, Worcester, WR5 2QZ
3057 Hindlip CoFE First School	92	6	6.5 Droitwich Road, Fernhill Heath, Worcester, WR3 8RJ
3330 Chaddesley Corbett Endowed Primary Schc	187	12	6.4 The Village, Chaddesley Corbett, Kidderminster, DY10 4SD
4001 The Bewdley School and Sixth Form Centre	808	52	6.4 Stourport Road, Bewdley, Worcs
5400 St Augustine's Catholic High School	684	44	6.4 Stonepits Lane, Hunt End, Redditch, Worcs
2197 Beaconside Primary and Nursery School	224	14	6.3 Hazel Road, Rubery, B45 9DX
3357 Malvern Parish CoFE Primary School	205	13	6.3 Manby Road, Malvern, WR14 3BB
4401 Aston Fields Middle School	591	37	6.3 Drummond Road, Bromsgrove, B60 2ET
3318 St Peter's Droitwich CoFE Academy	437	27	6.2 Church Lane, The Holloway, Droitwich, WR9 7AN
2147 Stoke Prior First School	147	9	6.1 Ryefields Road, Stoke Prior, Bromsgrove, B60 4ND
2915 Coppice Primary School	654	40	6.1 Shawhurst Lane, Hollywood, B47 5JN
4500 Hanley Castle High School	835	51	6.1 Church End, Hanley Castle, Worcester,
3300 Astley CoFE Primary School	100	6	6 Astley, Stourport-on-Severn, DY13 0RH
4030 Pershore High School	904	54	6 Station Road, Pershore, Worcs
3309 St Mary's Catholic Primary School	86	5	5.8 Leamington Road, Broadway, WR12 7DZ
4044 Waseley Hills High School	641	37	5.8 School Road, Rubery, Birmingham
2012 Bretforton First School	53	3	5.7 New Street, Bretforton, Evesham, WR11 7JS
3108 Upton Snodsbury CoFE First School	70	4	5.7 Upton Snodsbury, Worcester, WR7 4NH
2156 Welland Primary School	142	8	5.6 Marlbank Road, Welland, Malvern, WR13 6NE
3021 St Catherine's CoFE (VC) Primary School	413	23	5.6 Marlpool Lane, Kidderminster, DY11 5HP
3041 Bengeworth CE Academy	499	28	5.6 Kings Road, Evesham, WR11 3EU
5403 Prince Henry's High School	941	52	5.5 Victoria Avenue, Evesham, Worcs
3040 Elmley Castle CoFE First School	38	2	5.3 Main Street, Elmley Castle, Pershore, WR10 3HS
2008 Beoley First School	97	5	5.2 Holt End, Beoley, Redditch, B98 9AN
2002 Crown Meadow First School & Nursery	333	17	5.1 Birmingham Road, Alvechurch, B48 7TA
3089 Powick CoFE Primary School	195	10	5.1 42 Malvern Road, Powick, Worcester, WR2 4RT
2134 The Vaynor First School	441	22	5 Tennyson Road, Headless Cross, Redditch, B97 5BL
3365 Ombersley Endowed First School	119	6	5 Droitwich Road, Ombersley, Droitwich, WR9 0DR
3019 Claines CoFE Primary School	208	10	4.8 School Bank, Claines, Worcester, WR3 7RW
4003 South Bromsgrove High	980	46	4.7 Charford Road, Bromsgrove, Worcs
2153 Suckley Primary School	87	4	4.6 Church Lane, Suckley, Worcester, WR6 5DE
2903 Burlish Park Primary School	438	20	4.6 Windermere Way, Burlish Park, Stourport-on-Severn, DY13 8LA
3002 Belbroughton CoFE Primary School	176	8	4.5 Bradford Lane, Belbroughton, Stourbridge, DY9 9TF
3029 Defford-Cum-Besford CoFE School	47	2	4.3 Hill View, Defford, Worcester, WR8 9BH
3390 St George's Catholic Primary School	208	9	4.3 Thorneloe Walk, Worcester, WR1 3JY
2127 Astwood Bank First School	333	14	4.2 Church Road, Astwood Bank, Redditch, B96 6EH
3027 Crophorne-with-Charlton CoFE First School	96	4	4.2 Main Street, Crophorne, Pershore, WR10 3NB
2188 Wythall, Meadow Green Primary	293	12	4.1 Meadow Road, Wythall, B47 6EQ
3306 The Bredon Hancock's Endowed First Scho	171	7	4.1 Church Street, Bredon, Tewkesbury, GL20 7LA
3359 Malvern Wells CoFE Primary School	101	4	4 263 Wells Road, Malvern, WR14 4HF
3001 Bayton CoFE Primary School	104	4	3.8 Bayton, Kidderminster, DY14 9LG
3082 Offenham Church of England Academy	106	4	3.8 Myatt Road, Offenham, Evesham, WR11 8SD
4435 The Chantry School	713	27	3.7 Elmley Road, Worcester
2006 Ashton-under-Hill First School	108	4	3.7 Elmley Road, Ashton-under-Hill, Evesham, WR11 7SW
3387 Our Lady Queen of Peace Catholic Primary	189	7	3.7 Bransford Road, Worcester, WR2 4EN
4400 Bredon Hill Academy	486	18	3.7 Elmley Road, Ashton-under-Hill, Evesham, WR11 7SW
2914 Leigh and Bransford Primary School	139	5	3.6 Hoopers Close, Leigh Sinton, Malvern, WR13 5DX
3329 Hallow CoFE Primary School	195	7	3.6 Main Road, Hallow, Worcester, WR2 6LD

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3038 Eckington CoE First School	88	3	3.4 School Lane, Eckington, Pershore, WR10 3AU
3317 St Joseph's Catholic Primary School	207	7	3.4 St Joseph's Close, Droitwich, WR9 0RY
3081 Norton Juxta Kempsey First School	121	4	3.3 Wadborough Road, Littleworth, Worcester, WR5 2QJ
4010 Haybridge High School and Sixth Form	875	29	3.3 Brake Lane, Hagley, Stourbridge, West Midlands
2901 Lickey Hills Primary School and Nursery	443	14	3.2 Old Birmingham Road, Lickey, B45 8EU
3401 Northwick Manor Primary School	650	20	3.1 Northwick Road, Worcester, WR3 7EA
3000 Abberley Parochial VC Primary School	104	3	2.9 Apostles Oak, Abberley, Worcester, WR6 6AA
3099 Sedgeberrow CoE First School	175	5	2.9 Main Street, Sedgeberrow, Evesham, WR11 7UF
3008 Broadheath CoE Primary School	143	4	2.8 Sailor's Bank, Lower Broadheath, Worcester, WR2 6QT
3039 Eldersfield Lawn CoE Primary School	108	3	2.8 Corse Lawn, Gloucester, GL19 4LZ
3382 Tardebigge CoE First School	145	4	2.8 Church Lane, Tardebigge, Bromsgrove, B60 3AH
3322 St Mary's Catholic Primary School	189	5	2.6 High Street, Evesham, WR11 4EJ
2079 Inkberrow First School	129	3	2.3 Main Road, Inkberrow, Worcester, WR7 4HH
2055 Hagley Primary School	627	14	2.2 Park Road, Hagley, Stourbridge, DY9 0NS
2135 Webheath Academy Primary School	355	7	2 Downsell Road, Redditch, B97 5RJ
3316 Cutnall Green CoE Primary School	98	2	2 School Road, Cutnall Green, Droitwich, WR9 0PH
3381 Sytchampton Endowed Primary School	98	2	2 Sytchampton, Stourport-on-Severn, DY13 9SX
3302 St Andrew's CoE First School	225	4	1.8 Hewell Road, Barnt Green, B45 8NG
3116 Red Hill CoE Primary School	233	4	1.7 Midhurst Close, Worcester, WR5 2HX
2032 Clifton upon Teme Primary School	68	1	1.5 Pond Lane, Clifton-upon-Teme, Worcester, WR6 6DH
3074 Malvern Wyche CoE Primary School	140	2	1.4 Lower Wyche Road, Malvern, WR14 4ET
3005 Blakedown CoE Primary School	153	2	1.3 Birmingham Road, Blakedown, Kidderminster, DY10 3JN
3017 Castlemorton CoE Primary School	86	1	1.2 Church Road, Castlemorton, Malvern, WR13 6BG
2017 Finstall First School	299	3	1 Carnforth Road, Bromsgrove, B60 2HS
3048 Grimley and Holt CoE Primary School	97	1	1 Grimley, Worcester, WR2 6LU
5200 Our Lady of Mount Carmel Catholic First Sc	295	3	1 Downsell Road, Webheath, Redditch, B97 5RR
2047 Fairfield First School	117	1	0.9 Stourbridge Road, Fairfield, Bromsgrove, B61 9LZ
3091 Feckenham CoE First School	112	1	0.9 School Lane, Feckenham, Redditch, B96 6QD
2018 Lickey End First School	149	1	0.7 School Lane, Lickey End, Bromsgrove, B60 1JG
2022 Blackwell First School	142	1	0.7 St Catherine's Road, Blackwell, Bromsgrove, B60 1BN
1001 Evesham Nursery School	28	0	0 Four Pools Road, Evesham, WR11 1DG
3028 Crowle CoE First School	69	0	0 Church Road, Crowle, Worcester, WR7 4AT
3056 Himbleton CoE First School	63	0	0 Neight Hill, Himbleton, Droitwich, WR9 7LE
3105 Tibberton CoE First School	74	0	0 Plough Road, Tibberton, Droitwich, WR9 7NL

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CLUBS BDC

1. Redhill Archers
2. Bromsgrove and Redditch Athletics Club
3. Bant Green Badminton Club
4. Manor Badminton Club
5. Woodcote Badminton Club
6. VIC Badminton Club
7. Newnham Cribb Badminton Club
8. Lyn Badminton Club
9. Bromsgrove Blues
10. Bromsgrove Bears
11. Bromsgrove and District Indoor Bowls Club
12. Bromley & Harrington B.C.
13. Stoke Prior Bowling Club
14. Bromsgrove Town Bowling Club
15. Havel Bowling Club
16. Wyltham Bowling Club
17. Upson Women's Centre Education Centre
18. Stoke Prior Sports & Country Club
19. Alvechurch & Haywood CC
20. Alvechurch CC
21. Bant Green CC
22. Belkington CC
23. Bromsgrove CC
24. Clent CC
25. Five Ways Old Edwardsians CC
26. Hagley CC
27. Havel Cricket Club
28. Wyltham CC
29. Bromley & Harrington Cricket Club
30. Bromley & Harrington CC (Youth)
31. Bromsgrove Openwheel Cycling Club
32. Warwickshire Roof Club
33. Cabhill Dance Centre
34. Bromsgrove School of Dance
35. Special Olympics Worcestershire
36. Bromsgrove Swims
37. Alvechurch Ladies FC
38. Bromsgrove Ladies
39. Bromsgrove Sports FC
40. Farfield Villa FC
41. Calverton Swift FC
42. Cabhill FC
43. Meadow Park FC
44. Meadow Minnows FC
45. Bromsgrove Ladies FC
46. King Norton Golf Club
47. Bromsgrove Golf Club
48. Farfield Heath Golf Club
49. Gays Hill Golf Club
50. Hagley Golf and Country Club
51. Rose Hill Golf Club
52. Bromsgrove Gymnastics Club
53. Bromsgrove Hockey Club
54. Kings Heath Hockey Club
55. Bromsgrove Judo Kwal
56. Bromsgrove Tai Kwon Do
57. British Free Fighting Academy
58. Wore Martial Arts
59. Bant Hedgeley Bantokan Karate
60. Ryland Centre Netball Club
61. Upson Women's Outdoor Education Centre
62. New Beavers Rugby League Club
63. Bromsgrove RFC
64. Kings Norton RFC
65. Old Haleshamers RFC
66. Woodcote RFC
67. Bant Green Sailing Club
68. Bant Green Squash Club
69. David Lloyd Health Club
70. Woodcote & Worcestershire Shooting Club
71. Bromsgrove Swimming Club
72. Bromsgrove Table Tennis
73. Wyltham Tennis Club
74. Bant Green Tennis Club
75. Belkington Tennis Club
76. Bromsgrove Tennis Club
77. Hagley High Flyers
78. Bant Green Sports Club

SHELTERED HOUSING BDC

1. Stoke Prior, Prior Avenue
2. Buckley Green
3. Oakwell Court, Parkwood Road
4. Edin Court, Edin Crescent
5. Green Cabins Drive
6. Lozes Court, Elm Grove
7. Oak Apple Court, Oak Apple Road
8. Shelton Court, Shelton Close
9. Tarnard Close
10. Willow Court, Willow Road
11. Windsor Gardens
12. Shawbury Lane, Pearman's Croft
13. Gilbert Court
14. Dennis Pether Court, Hadley Close

SCHOOL LOCATIONS BDC

1. Beoley First School
2. Blackwell First School
3. Cabhill First School & Nursery
4. Churchill First School
5. Crown Meadow First School
6. Duddard First School
7. Farfield First School
8. Farfield First School
9. Harbury CE First School
10. Lacey End First School
11. Meadows First School
12. Millfields First School
13. St Andrew's CE First School & Nursery
14. St Andrew's CE First School
15. St Peter's Catholic First School
16. Stoke Prior First School
17. Buccoade Primary & Nursery School
18. Holywell Primary & Nursery School
19. Lacey Hills Primary School
20. Tardelgigg CE First School
21. Meadow Green Primary School
22. The Coppice Primary School
23. Alvechurch CE Middle School
24. Aston Hales Middle School
25. Cabhill Middle School
26. Parkside Middle School
27. St John's CE Middle School
28. North Bromsgrove High School
29. South Bromsgrove High School
30. Chadbury Special School
31. Rigby Hall School
32. Holt College Bromsgrove

SPRINT CENTRES BDC

1. The Dolphin Centre
2. The Ryland Centre
3. Bromsgrove School
4. Woodcote Sport Centre

HALLS TO HIRE BDC

1. Alvechurch Village Hall
2. The Ark, Alvechurch
3. Alvechurch Cricket Club
4. Friends Meeting House
5. St Andrew's Church Hall
6. Woodcote Sports Centre
7. St Godwals Church Hall
8. All Saints Church Hall
9. Bromsgrove Methodist Centre
10. Amphlett Hall
11. Bromsgrove Baptist Church
12. Hagley Free Church
13. Tardelgigg Village Hall
14. Finesill Village Hall
15. Bromsgrove Rugby Club
16. Stoke Prior Village Hall
17. Bromsgrove Sporting Parkside
18. Parkside
19. Bromsgrove Scout Hut
20. Bocky Village Hall
21. Bewell Head Social Club
22. Cabhill Social Club
23. Bromsgrove Cricket, Hockey, Tennis Club
24. Ryland Centre
25. Dolphin Centre
26. Wyltham Village Hall/Meeting House
27. Wyltham Park Community Association
28. Burnst Village Hall
29. Rubery Social Club
30. St Saviour's Church Hall
31. Hagley Community Centre

EXERCISE SESSIONS BDC

1. Badminton Sessions
2. Seated Tai Chi
3. Squash Mover
4. 60+ Exercise
5. 40+ Exercise
6. 40+ Exercise
7. 40+ Exercise
8. 40+ Exercise
9. 40+ Exercise
10. 40+ Exercise
11. Stretch and Tone
12. Tai Chi
13. Zumba Gold
14. Zumba Gold
15. Walk for Health
16. Healthy Horizons

DISABILITY SESSIONS BDC

1. Keep On Moving Multi Sports
2. Bromsgrove Bocce Boas
3. Disability Bowls
4. Disability Sailing
5. Inclusive Athletics
6. Tables for Air
7. N-Abis

SPORTS ENGLAND AREAS BDC

- Area 6 - Tim (Age 11-15)
- Area 11 - Philip (Age 11-15)
- Area 17 - Ruth & Phyllis (Age 11-15)
- Area 19 - Elsie & Arnold (Age 11-15)

Notes:

Project: Leisure Facilities

Drawing: Location Details Bromsgrove DC

Drawn: MW Scale: 1:25,000 @ A0

Surveyed: OS Date: Mar 2016

Drawing No: P2232/4A

Engineering and Design Services: Town Hall, Walter Street, Redditch, Worcester B98 8AH

REDDITCH BOROUGH COUNCIL

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Bromsgrove District Council

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INTRODUCTION OF CIVIL PENALTIES FOR FAILURE TO COMPLY WITH STANDARDS IN THE PRIVATE RENTED SECTOR

Relevant Portfolio Holder	Councillor Shirley Webb
Portfolio Holder Consulted	Yes
Relevant Head of Service	Judith Willis
Ward(s) Affected	All wards
Ward Councillor(s) Consulted	No
Key Decision / Non-Key Decision	No

1. SUMMARY OF PROPOSALS

The Government has introduced powers under the Housing and Planning Act 2016 for local authorities to use Financial Penalties as an alternative to prosecution for some offences under the Housing Act 2004 and this report seeks approval to introduce the use of financial penalties in tackling offences in the private sector and to adopt Government guidance on the implementation of this power to establish a framework for levels of penalty to be imposed.

2. RECOMMENDATIONS

The Cabinet is asked to RECOMMEND

- 2.1 That power be delegated to the Head of Community Services to approve the use of Civil Penalties in appropriate housing related offences as an alternative to prosecution
- 2.2 The financial penalty matrix attached to the report as appendix 1 be adopted.

3. KEY ISSUES

- 3.1 The council currently provides a number of services to tenants and landlords in the private rented sector in Bromsgrove, which supplies in the region of 3000 homes to local residents.
- 3.2 Inevitably, things can sometimes go wrong in the private rented sector and when this happens the council can intervene to try and resolve the situation. Usually a resolution can be found through negotiation but sometimes the council has no other option but to pursue enforcement action against landlords which is often a costly, protracted and resource-intensive exercise.
- 3.3 Introducing Civil Penalties as an alternative to other enforcement action should offer a swifter and more financially efficient way of working as well as helping the council drive up standards in the private rented sector, with the associated

benefits for tenants, in line with the council's strategic purpose 'help me find somewhere to live in my locality'.

Financial Implications

- 3.4 The use of Civil Penalties to address incidents of non-compliance with current housing standards in the Private Rented Sector will result in the Council imposing a fine aligned to the degree of non-compliance. Under the Fixed Penalty Notice process the fines imposed are fully retained by the Council to recompense the full costs associated with the general enforcement function whereas under the existing court process the Council receives only the specific enforcement costs for each individual case and only where the case is successful.
- 3.5 Landlords and agents can appeal against a Civil Penalty to the First Tier Tribunal. Where the landlord or property agent fails to pay a Civil Penalty, the local authority can seek a Court Order in the County Court. If necessary, the local authority may use county court bailiffs to enforce the Order and recover the debt.
- 3.6 In cases where there is difficulty in obtaining the payments the Council may instead opt to secure recovery of the fine by placement of registered charge against the property.

Legal Implications

- 3.7 The Housing and Planning Act 2016, introduced powers for local authorities to use Civil Penalties (a fine) as an alternative to prosecution. The prosecution process via the Courts system is becoming increasingly protracted and resource-intensive and the use of Civil Penalty Notices is considered to provide a more efficient means of penalising non-compliance for the majority of cases, however prosecution will nonetheless remain as an option for the most serious offenders, subject to the public interest test.
- 3.8 Civil Penalties can be used for wide range of breaches under the Housing Act 2004. This report sets out the principles to be adopted when using this new power. The Council may also consider whether or not to undertake the works in default when an Improvement Notice has not been complied with.
- 3.9 Guidance issued by the Ministry of Housing Communities and Local Government (MHCLG) in April 2017 sets out the criteria for decision making about the level of fine able to be imposed and the process that the Council should follow. In consultation with other West Midlands and Worcestershire local authorities it was generally agreed to seek adoption of a common standard for Civil Penalties which has regard to the Government guidance to enable a more consistent approach to the penalties across the region.
- 3.10 The Act allows a maximum financial penalty of £30,000 to be imposed for the most serious offence. This is an increase on previous levels to reflect the

governments concerns that the Fixed Penalty process should not be considered a lesser deterrent than the court process.

- 3.11 In determining whether to impose a financial penalty the Council will have regard to any relevant Governmental guidance. In particular to the factors set out in the Government Guidance on Civil Penalties under the Housing and Planning Act 2016 has been incorporated into the charging table adjustments set out in Appendix 1.
- 3.12 Where it has been determined that a financial penalty may be appropriate to impose as an alternative to prosecution, the Council will follow the following process.
- 3.13 A “Notice of Intent” shall be served on the person suspected of committing the offence. The Notice shall specify:
 - a. The amount of any proposed financial penalty
 - b. The reasons for proposing the financial penalty
 - c. Information about the right to make representation to the Council.
- 3.14 The person to which the notice relates will be given 28 days to make written representation to the Council about the proposal to impose a financial penalty. The representation may be via any legible written format, but to aid respondents, a form will be included with the Notice of Intent.
- 3.15 Following the 28 day period the Council will decide:
 - a. Whether to impose a financial penalty on the person, and
 - b. Any amendments to the value of any such penalty imposed.
- 3.16 If the Council decided to impose a financial penalty, a final Notice shall be issued imposing that penalty. The final notice will specify:
 - a. The amount of financial penalty,
 - b. The reasons for imposing the penalty,
 - c. Information about how to pay the penalty,
 - d. The period for payment of the penalty,
 - e. Information about the rights of appeal to the First Tier Tribunal,
 - f. The consequences of failure to comply with the notice
- 3.17 If, after any appeal has been finally determined or withdrawn, a person receiving a financial penalty does not pay all or part of the penalty charge, the Council will recover the penalty by Order from a County Court. Where appropriate, the Council will also seek to recover the additional costs incurred in taking this action from the person to which the financial penalty relates.
- 3.18 Financial penalties are an alternative to criminal proceedings and as such if a penalty is imposed, no criminal proceedings can be initiated for the same offence.

3.19 The Council may, at any time:

- a. Withdraw a notice of intent or final notice
- b. Reduce the amount specified in a notice of intent or final notice.
Where the Council decided to take either action, it will write to the person to whom the notice was given.

3.20 Where a person has received two financial penalties under the legislation in any 12 month period, irrespective of the locality to which the offence were committed, the Council will consider making an entry on the national database of rogue landlords and property agents. When considering making an entry, The Council will have regard to any guidance issued by the Secretary of State.

3.21 Where the Council secures a financial penalty it will have a zero tolerance approach to the recovery of this debt. Income received from Civil Penalties will be retained by the Council to further help the statutory functions of the Private Sector Housing Team.

Background / Service Implications

3.22 The introduction of financial penalty charge notices, as an additional enforcement measure, for Part 1 Housing Act 2004 allows authorised officers to consider the best course of action to address non-compliance by private sector landlords. The Government's position is clear and detailed in paragraph 5.5 requiring Local Authorities to be robust in their enforcement approach.

3.23 The rationale in relation to the financial penalty is in accordance with Magistrates Court procedures for imposing fine levels taking into account culpability and income from their housing related activities.

3.23 The financial penalty matrix and associated enforcement notes have been consulted and adopted in both the Worcestershire Authorities and the wider West Midlands Authorities through the Private Sector Housing Officers Group. Officers from Private Sector Housing Team have consulted with other Worcestershire and West Midland local authorities and national groups such as the Houses in Multiple Occupation Network on the framework for Civil Penalties. The majority of West Midlands Authorities have adopted or are in the process of adopting the same standard of charges set-out in this report to help ensure a level of consistency across the region. The proposed policy has also been discussed with the MHCLG who issued guidance. The MHCLG model on how to implement the Civil Penalty is proposed to be adopted by most West Midlands Authorities.

Customer / Equalities and Diversity Implications

CABINET

12th June 2019

- 3.24 The options available within the Civil Penalties approach are an important way of addressing poor practice in the private rented sector, thereby helping vulnerable adults and children remain housed and living independently in the district.

4. RISK MANAGEMENT

- 4.1 Landlords receive advance warning from the council of an impending fixed penalty so they are given sufficient time to address issues identified.
- 4.2 Prosecution of landlords will remain an option for the most serious offenders, subject to the public interest test.
- 4.3 Officers from the council's Private Sector Housing Team will analyse and monitor the impact of this new approach and its impact on the sector in Bromsgrove. They will also share this analysis and any future proposals for developing this approach with both the Portfolio Holder for Strategic Housing and Health and Well Being and the Portfolio Holder for Planning and Regulatory Services.
- 4.4 The Private Sector Housing Team will manage and respond to ongoing Civil Penalty cases, liaising with landlords and tenants as necessary.

5. APPENDICES

Appendix 1 - Civil Penalty legislation & Fine Matrix

6. BACKGROUND PAPERS

Civil Penalties under the Housing and Planning Act 2016 – Guidance for Local Housing Authorities (MHCLG).

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/697644/Civil_penalty_guidance.pdf

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Appendix 1

Civil Penalties under the Housing Act 2004 (as amended by the Housing and Planning Act 2016)

The Housing and Planning Act 2016 section 126 and Schedule 9 amended the Housing Act 2004 and introduced the ability for Local Housing Authorities to use financial penalties of up to £30,000 per offence as an alternative to prosecution for the following offences under the Housing Act 2004:

- 1. Failure to comply with an Improvement Notice (section 30).**
- 2. Offences in relation to Licensing of Houses in Multiple Occupation (section 72);**
- 3. Offences in relation to Licensing of Houses under Part 3 of the Act (section 95);**
- 4. Offences of contravention of an Overcrowding Notice (section 139)**
- 5. Failure to comply with Management Regulations in respect of Houses in Multiple Occupation (section 234).**

The Council will normally seek to use the Civil Penalties power to impose a financial penalty in preference to using the power of prosecution for the above offences. Prosecution will be considered in preference to financial penalty where there is a reasoned public interest case to do so or it is considered the more appropriate or effective sanction. The Council will still have to be satisfied of a realistic prospect of conviction should the Council have decided to prosecute the case. The case would still have to meet the evidential and public interest stages referred to in the Crown Prosecution Service Code for Crown Prosecutors. The Council will also consider whether or not to undertake works in default when an improvement notice has not been complied with.

Statutory guidance issued by the Department for Communities and Local Government in April 2017 sets out clearly appropriate criteria for decision making about the level of fine able to be imposed and the process that the Council will follow.

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The Council will have regard to this guidance and the Code for Crown Prosecutors in considering cases. Reflecting this guidance the following factors will be used for the basis of determining the level of financial penalty for a specific apparent offence:

1. **Consideration of the financial means of the landlord**, including the number of properties and tenants and likely monthly income from those.
2. **The severity of the offence**. The more serious the offence the higher the penalty.
3. **Culpability and track record of the offender**. A higher penalty will be appropriate where the offender has a history of failing to comply with their obligations and/or their actions were deliberate and/or they knew, or ought to have known, that they were in breach of their legal responsibilities. Landlords are running a business and should be expected to be aware of their legal obligations.
4. **The harm caused to the tenant**. This is a very important factor when determining the level of penalty. The greater the harm or the potential for harm (this may be as perceived by the tenant), the higher the amount should be when imposing a civil penalty.
5. **Punishment of the offender**. A civil penalty should not be regarded as an easy or lesser option compared to prosecution. While the penalty should be proportionate and reflect both the severity of the offence and whether there is a pattern of previous offending, it is important that it is set at a high enough level to help ensure that it has a real economic impact on the offender and demonstrates the consequences of not complying with their responsibilities.
6. **Deter the offender from repeating the offence**. The ultimate goal is to prevent any further offending and help ensure that the landlord fully complies with all of their legal responsibilities in future. The level of the penalty should therefore be set at a high enough level such that it is likely to deter the offender from repeating the offence.
7. **Deter others from committing similar offences**. While the fact that someone has received a civil penalty will not be in the public domain, it is possible that other landlords in the local area will become aware through informal channels when someone has received a civil penalty. An important part of deterrence is the realisation that (a) the local housing authority is proactive in levying civil penalties where the need to do so exists and (b) that the level of civil penalty will be set at a high enough level to both punish the offender and deter repeat offending.

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- 8. Remove any financial benefit the offender may have obtained as a result of committing the offence.** The guiding principle here should be to ensure that the offender does not benefit as a result of committing an offence, i.e. it should not be cheaper to offend than to ensure a property is well maintained and properly managed.

The Council will determine the level of financial penalty from a review of the case that will start with considering which of the following 6 categories the case falls into:

- 1. Very minor.** Examples: First apparent offence of one or two minor breaches of HMO management regulations not causing any harm and rectified as soon as practical or failing to comply completely with the works required in an improvement notice but most works are done within the timescale required and remaining works are in progress. ***For such cases no financial penalty is appropriate but a warning letter would normally be issued.***
- 2. Minor.** For example a first apparent offence by a small scale landlord with only one or two properties and only one or two hazards that were not having a direct significant impact on the tenant and where the works required have been done, albeit not in the notice timescale or, once alerted to the offences under management regulations the works were undertaken within the shortest practical timescale. There may have been some minor financial benefit to the landlord. ***Such cases should be considered for a financial penalty of up to £1000.***
- 3. Medium.** For example where several failures to comply with management regulations have occurred on more than one occasion, or an improvement notice has failed to be complied with even after prior notification of works by a landlord who only has one property. Also for example where a landlord has failed to apply for a licence for a house in multiple occupation. ***For such cases a financial penalty up to £5000 to be considered.***
- 4. Significant.** For example there is a history of failing to comply with management regulations on 2 or more occasions by a landlord who has more than 2 properties and has also failed to respond to requests to undertake work or provide information within a reasonable time. Also for failure to comply with all or most of the requirements of an improvement notice without seeking a justified variation in timescale or an offence following a history of non-compliance with requirements including requests for information. Normally cases where there is some harm or potential harm to the tenants. ***For these cases a financial penalty of between £5000 and £10000 to be considered.***
- 5. Very Significant.** Examples to include cases of failing to comply with all or most of improvement notice requirements with a history of failing to comply or

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being a landlord with 2 or more properties and no apparent reasonable excuse for not undertaking the works required. The works being themselves significant actual or potential harm to residents. ***For these cases a financial penalty of between £10000 and £20000 to be considered.***

6. Most Serious. Examples to include where a landlord with multiple properties has been operating an HMO without required licence and failing to meet multiple HMO regulation requirements and not having appropriate fire precautions in place and having history of non-compliance with requirements, including requisitions for information. Also where the landlord is not co-operating with officers, to attend notices of entry for example, and multiple regulation failures are apparent and there is significant harm or potential harm to residents. Cases where there is failure to comply with an improvement notice that has a number of very significant category 1 hazards causing harm or potential harm to the residents and there is no attempt by the landlord to undertake work or engage with the Council. ***For these cases a financial penalty of between £20000 and £30000 to be considered.***

The above categories with typical examples are the starting point for determining what actual level financial penalty is appropriate. For each specific case a record sheet will be produced that relates the case to one of the above categories and determines, taking into account the statutory guidance and relevant factors, the exact level of financial penalty to be imposed. For example multiple historic offences or landlords who have more properties and therefore more income should expect their financial penalty to be at the higher end of the scale within that category.

The actual amount of the financial penalty will be considered for variation (normally within the scale of that category) following any representation, in particular if the landlord can demonstrate otherwise good compliance record and a willingness to work with the Council to improve conditions for tenants.

If a landlord receives two or more financial penalties in a 12 months period they will normally be included in the rogue landlord database to help inform other local housing authorities.

A landlord who has received a Civil Penalty would not normally be considered fit and proper to manage a HMO within the next year for a minor or medium category penalty or for 3 years for a significant, very significant or most serious category penalty.

Charging table for determining value of Financial Penalties imposed under Housing Act 2004

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Failure to comply with an Improvement Notice (Section 30)	Up to £
1st offence <i>(note 1)</i>	5000
2nd subsequent offence by same person/company <i>(note 2)</i>	15000
Subsequent offences by same person/company <i>(note 7)</i>	25000
Premiums (use all that apply)	
Acts or omissions demonstrating high culpability <i>(note 8)</i>	+2500
Large housing portfolio (10+ units of accommodation) <i>(note 3)</i>	+2500
Multiple Category 1 or high Category 2 Hazards <i>(note 4)</i>	+2500
Vulnerable occupant and/or significant harm occurred as result of housing conditions <i>(note 5)</i>	+2500
Perpetrator demonstrates Income less than £440/week <i>(note 6)</i>	-50%

Offences in relation to Licensing of HMOs under Part 2 of the Act (Section 72)	£
Failure to obtain property Licence (section 72(1)) <i>(note 1)</i>	10000
2nd subsequent offence by same person/company <i>(note 2)</i>	30000
Perpetrator demonstrates Income less than £440/week <i>(note 6)</i>	-50%
Breach of Licence conditions (Section 72(2) and (3)) - Per licence breach	5000
Perpetrator demonstrates Income less than £440/week <i>(note 6)</i>	-50%

Offences in relation to licensing of HMOs under Part 3 of the Act (Section 95)	£
Failure to Licence (section 95(1)) <i>(note 1)</i>	10000
2nd subsequent offence by same person/company <i>(note 2)</i>	30000
Perpetrator demonstrates Income less than £440/week <i>(note 6)</i>	-50%
Breach of Licence conditions (Section 95(2)) - Per licence breach	5000
Perpetrator demonstrates Income less than £440/week <i>(note 6)</i>	-50%

Offences of contravention of an overcrowding notice	£
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(section 139)	
1st relevant offences <i>(note 1)</i>	5000
2nd subsequent offence by same person/company <i>(note 2)</i>	15000
Premiums (use all that apply)	
Acts or omissions demonstrating high culpability <i>(note 8)</i>	+2500
Vulnerable occupant and/or significant harm occurred as result of overcrowding <i>(note 3)</i>	+2500
Perpetrator demonstrates Income less than £440/week <i>(note 6)</i>	-50%

Failure to comply with management regulations in respect of HMOs (Section 234)	£
1 st relevant offences <i>(note 1)</i>	1000/offence
Second subsequent offences by same person/company for the same offence	3000/offence
Premiums (use all that apply)	
Acts or omissions demonstrating high culpability <i>(note 8)</i>	+2500
Large housing portfolio (10+ units of accommodation) <i>(note 3)</i>	+2500
Vulnerable occupant and/or significant harm occurred as result of housing conditions <i>(note 5)</i>	+2500
Perpetrator demonstrates Income less than £440/week <i>(note 6)</i>	-50%

NOTES

Note 1 – Offences that may be dealt with by way of imposing a financial penalty

The starting point for a financial penalty is based on the number of previous convictions or imposition of a financial penalty for the same type of offence in the previous four years.

After the starting point has been determined, relevant Premiums are added to the starting amount to determine the full financial penalty to be imposed

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No single financial penalty may be over £30,000. Where the addition of all relevant premiums would put the penalty above the maximum, it shall be capped at £30,000

Note 2 - 2nd subsequent offence by same person/company

The Council will take into account any such convictions or financial penalties irrespective of the locality to which the offence relates.

Note 3 - Large housing portfolio (10+ units of accommodation)

The premium is applied where the perpetrator has control or manages of 10 or more units of accommodation.

For the purposes of this premium, the definition of a person having control and person managing are as defined by Housing Act 2004 Section 263.

Note 4 - Multiple Category 1 or high Category 2 Hazards

This premium will apply where the failure to comply with the Improvement Notice relates to three or more Category 1 or high scoring Category 2 hazards associated with different building deficiencies. For the avoidance of doubt this means that where two hazards are present but relate to the same property defect, they are counted as one hazard for purposes of this calculation.

For the purpose of this premium, a high scoring category 2 hazard is defined as one scored following the Housing Health and Safety Rating System as "D" or "E".

Note 5 - Vulnerable occupant and/or significant harm occurred as result of housing conditions

This premium will be applied once if either the property is occupied by a vulnerable person or if significant harm has occurred as a result of the housing conditions.

For purposes of this premium a vulnerable person is defined as someone who forms part of a vulnerable group under Housing Health and Safety Rating System relating to hazards present in the property or an occupant or group of occupants considered by the Council to be at particular risk of harm that the perpetrator ought to have had regard.

For purposes of this premium, significant harm is defined as physical or mental illness or injury that corresponds to one of the four classes of harm under the Housing Health and Safety Rating System Operating Guidance.

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At the time of publication this document can be found at www.gov.uk and a summary table is below.

Hazard	Vulnerable age group (age of occupant)
Damp and mould growth	14 and under
Excess Cold	65 or over
Excess Heat	65 or over
Carbon Monoxide	65 or over
Lead	under 3 years
Personal Hygiene, Sanitation and Drainage	under 5 years
Falls associated with baths etc.	60 or over
Falling on level surfaces etc.	60 or over
Falling on stairs etc.	60 or over
falling between levels	under 5 years
Electrical hazards	under 5 years
Fire	60 or over
Flames, hot surfaces etc.	under 5 years
Collision and entrapment	under 5 years
Collision and entrapment - low headroom	16 or over
Position and operability of amenities etc.	60 or over

Note 6 - Perpetrator demonstrates Income to be less than £440/week

This premium will be applied after all other relevant premiums have been included and if applicable will reduce the overall financial penalty by 50%.

To be applicable, the person served by the Notice of Intent must provide sufficient documented evidence of income.

The figure of £440/week is to be calculated after omission of income tax and national insurance.

The Council reserves the right to request further information to support any financial claim, and where this is incomplete or not sufficiently evidenced may determine that the premium should not be applied.

Note 7 - Previous history of non-compliance with these provisions

This premium is applied where there has been a conviction or imposition of a financial penalty for the same type of offence in the previous four years.

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The Council will take into account any such convictions or financial penalties irrespective of the locality to which the offence relates.

Note 8 – Acts or omissions demonstrating high culpability

This premium will be applied where, the person to which the financial penalty applies, acted in a reckless or deliberate manner in not complying with the statutory notice or previous relevant formal advice.

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Ultra-Low Emissions Vehicle Strategy and Funding

Relevant Portfolio Holder	Cllr M Sherrey
Portfolio Holder Consulted	Yes
Relevant Head of Service	Guy Revans/Judith Willis
Ward(s) Affected	All
Ward Councillor(s) Consulted	No
Key Decision / Non-Key Decision	Key

1 SUMMARY OF PROPOSALS

- 1.1 The report sets out an Ultra-Low Emissions Vehicle (ULEV) Strategy (Appendix 1) and a five year action plan in response to the rapidly growing demand for ULEV infrastructure and technology.

2 RECOMMENDATIONS

- 2.1 The Cabinet is asked to RECOMMEND to the Council that:

Strategy

- i. The ULEV strategy and associated Action Plan attached at Appendix 1 is adopted.

ULEV Taxi Infrastructure funding

- i. The Head of Environmental Services and Head of Community Services have delegated power to act following consultation with the relevant Portfolio Holder, to administer the (OLEV) Ultra-Low Emission Taxi Infrastructure Scheme funding including site selection.
- ii. An increase is approved to the Capital Programme 2019/20 of £300k for the (OLEV) Ultra-Low Emission Taxi Infrastructure Scheme funding.
- iii. The Office for Low Emission Vehicles (OLEV) Ultra-Low Emission Taxi Infrastructure Scheme funding is used in procuring the installation of a dedicated electric taxi charging network which supports Bromsgrove taxi drivers and operators in:
- a) Transitioning to electric vehicles
 - b) Their ability to travel into Birmingham's Clean Air Zone.

ULEV funding

- iv. The Head of Environmental Services and Head of Community Services have delegated power to act following consultation with the relevant Portfolio Holder, to apply for, accept, and administer (including in partnership with other local authorities) future funding in line with this strategy.

3 KEY ISSUES

Financial Implications

- 3.1 Bromsgrove District Council were successful in bidding for £300,000 in the Office for Low Emission Vehicles (OLEV) Ultra-Low Emission Taxi Infrastructure Scheme: round 2.

The grant constitutes 75% of the total capital spend with two payments delivery 50% in April 2019 and 50% in December 2019.

After preliminary discussions with other successful bidders and Charge Point Operators (CPOs) and installers, the industry is willing to fund the remaining 25% of the installation costs and add value by installation of public charge points in order and operate these for an agreed term.

The funding is based on the installation of 10 rapid charging taxi points as outlined in the original bid to be completed by March 31st 2020. Funding will only be fully delivered if the Secretary of State is satisfied that deliverables have been met. Should the OLEV funding not be spent in the manner and timescales set out, it must be returned to OLEV.

- 3.2 There are currently Government grants which can assist in the transition to ULEV technology, particularly the installation of electric vehicle (EV) charging points:

- i. **OLEV electric vehicle home charge scheme**

This funding allows owners of EVs up to £500 towards the cost of a home charge point provided they have a dedicated parking space. EV owners without dedicated parking provision are unable to access this.

- ii. **On street residential charge point scheme**

The £4.5m funding in 2019/20 is available to Local Authorities for eligible projects, on a first come, first-served basis. It allows Local Authorities access to grant funding for up to 75% of the capital costs of procuring and installing the charge point and an associated dedicated parking bay. Recent communications confirm that this funding would also be applicable for communal off-street parking facilities that are accessible by those for whom home-charging is not possible.

iii. Workplace charging Scheme (WCS)

WCS is a voucher-based scheme designed to provide eligible applicants with support towards the upfront costs of the purchase and installation of EV charge points for staff. The contribution is limited to the 75% of purchase and installation costs, up to a maximum of £500 for each socket, up to a maximum of 20 across all sites for each applicant. The charge points cannot be publically accessible in order to be eligible for this funding.

- 3.3 Officers will include any financial implications of grant income and expenditure on the quarterly budget monitoring statements.
- 3.4 There are possible opportunities to lease land (providing suitability of conditions) to Charge Point Operators (CPOs) where they will to install, maintain and operate charge points and charge point stations (essentially a bank of charge points usually undercover as with a traditional forecourt). This may also create an opportunity for income sharing. The Land Buildings and Asset Group (LBAG), a subgroup of the Commercialisation Board) is overseeing this potential opportunity.
- 3.3 There are other aspects of the Strategy which could also link to the Council's commercialism agenda, providing more cost effective services and opportunities for revenue generation to support public services. For example, electric vehicle pool cars, investment in the low carbon economy and revenue generation from electricity grid services.

Legal Implications

- 3.4 A Local Planning Authority is the local authority or council that is empowered by law to exercise statutory town planning functions. In its role as Local Planning Authority, the Council can in certain situations required developers to include ULEV charging points as part of a proposed development.
- 3.5 The Council has the power under Section 1 of the Localism Act 2011 to act as Accountable Body under the Funding Agreement and accept the OLEV Ultra-Low Emission Taxi Infrastructure Scheme Grant. This would also apply to other OLEV funding that may be sought in the future, such as the 'On street residential charge point scheme' and the Workplace charging Scheme (WCS).

Service / Operational Implications

- 3.6 The Ultra-Low Emission Vehicles (ULEV) Strategy sets out a vision and aims, along with context and rationale:

The Vision:

A local area thriving in terms of local economic growth, public health, wellbeing and the environment, enabled by a sustainable travel network and a successful low carbon sector including ULEV related industry.

The Aims:

- To support the use of ULEVs in the local area
- To support local economic activity and training opportunities in the ULEV industry
- To facilitate other actions to reduce vehicle related emissions.

The Governments 'Road to Zero' Strategy confirms the end of the sale of new conventional petrol and diesel cars and vans in the UK by 2040. The key driver in Road to Zero is improving poor air quality in order to improve public health, as road transport is one of the biggest contributors.

Neighbouring Birmingham City Council's Clean Air Zone will be in effect from January 2020.

The uptake of ULEVs in the UK presents the Council with an opportunity to work towards a sustainable future and realise significant economic, social and health benefits. However it poses challenges including the deployment of resilient re-charging and re-fuelling infrastructure.

Electric Vehicles are the most prominent and developed form of ULEV currently on the market thus the strategy action plan focuses on supporting this technology.

Planning for ULEV infrastructure, training and education and financial impact is essential to enable the District to be resilient to changing legislation and market conditions and to ensure residents, business and visitors to the local area benefit from the rapid advancement in transport towards ULEVs.

- 3.7 These recommendations support the priorities, principles and strategic purposes of Bromsgrove District Council's Plan 2017- 2020 as follows:

Key Priorities:

- Financial Stability
- Economic Development
- Partnerships & Joint Ventures
- Quality Services
- Reduced Congestion

Key Principles:

- Be corporately responsible by ensuring we meet our ethical, environmental and social responsibilities, and that services support our communities to develop.
- Constantly innovate, to make the best use of our resources to ensure we deliver efficient, quality services and eliminate waste.
- Make decisions and provide challenge based on data, evidence and learning.
- Use the Council's unique position in the community to encourage and support change amongst partners and other agencies.

Strategic purposes:

- **'Help me to run a successful business'**
- **'Help me to be financially independent'**

Working with partners to support local business, encourage inward investment, support training that meets employer skill needs and enabling employment opportunities.

- **'Help me to live my life independently'**

Working with health and other partners to reduce hospital admissions and keep people in their own home, enable access to appropriate transport, support physical activity and support access to work, education and training.

- **'Keep my place safe and looking good'**

Reducing emissions and limiting the effect of climate change, including working with our communities and working with stakeholders to improve the infrastructure for cycling and walking.

- **'Provide good things for me to see, do and visit'**

Envisions vibrant and flourishing town and local centres.

3.8 Economic growth

It is important to recognise that the low carbon economy is already an area of strength, with many innovative businesses in this area. The Low Carbon and Renewable Energy sector has outperformed the growth of the wider economy, with growth in turnover nationally of 5% from 2015 to 2016. The Council's physical location and heritage in the automotive industry lends itself well towards adaptation to development of ULEV transport technology. Capitalising on this and investing in education in this industry is a key opportunity the Council can seek to facilitate.

The Worcestershire Local Enterprise (LEP)'s Energy Strategy is fully supportive of low carbon transport including a network of rapid Electric Vehicle chargers whilst increasing economic growth in the region and delivery of clean energy.

3.9 Air Quality and Climate Change

Poor air quality is the largest environmental risk to public health in the UK and there is strong evidence that global action is needed to improve on air quality and safeguard residents from the damaging effects of Climate Change. Local action is required improve conditions locally and to provide resilience for communities and industries.

National government have responded with the Road to Zero, Clean Growth and Clean Air Strategies and a commitment to end the sale of petrol and diesel cars and vans by 2040¹. Alternative fuels for vehicles, such as electric, gas (methane) and hydrogen, can have lower emissions than conventional fossil fuel vehicles.

Bromsgrove District has three air quality management areas (AQMAs) where air pollution contravenes national standards. There are also direct correlations with hospital admissions and exacerbated air quality conditions as identified in Worcestershire Public Health's analysis for the Joint Strategic Needs Assessment (JSNA).

In 2015, five Clean Air Zones (CAZs) were mandated in the UK, one of which is in neighbouring Birmingham. Birmingham's CAZ will be in effect in 2020. Drivers of the most polluting vehicles will be charged on a per day basis when entering the CAZ. In reality this results in cars, private hire, taxis and LGVs that do not meet the emissions standards being charged £8 per day and HGVs, coaches and buses being charged £50 per day to drive in the CAZ.

Due to the Council's proximity to Birmingham, it is appropriate that adaptation is made to allow for the changing nature of vehicles on our roads to ensure residents, business and visitors are assisted in the transition to ULEVs.

¹ Road to Zero Strategy

Bromsgrove District Council (BDC) are one of the partners to the Worcestershire Climate Change Strategy 2012-2020. This sets a target to reduce the county's carbon emissions from 2005 levels by 30% by 2020. From the latest available evidence (2005-2016²), the majority of reductions in local carbon emissions are in industrial and domestic sectors, with transport only showing a 10% reduction in Bromsgrove District.

3.10 ULEV charge point infrastructure

In order to futureproof for local needs, including for streets that do not currently have off-street parking provision, we will facilitate the creation of a comprehensive network of rapid/ultra-rapid charging hubs and destination charging facilities (visitor and workplace, including communal overnight locations) that is reliable, convenient, affordable and attractive. We will consider rural as well as urban needs. The electricity supply to this electric vehicle charging infrastructure should be from renewable energy sources.

It is our intention that all new homes, workplaces and visitor attractions, should have access to adequate electric vehicle charging infrastructure, where appropriate. The electricity supply to this electric vehicle charging infrastructure should be from renewable energy sources. We will work to achieve this through development and implementation of local planning policies in line with the National Planning Policy Framework and through enforcement of future Building Regulations which will incorporate requirements for electric vehicle charging infrastructure from 2020.

3.11 OLEV Ultra-Low Emission Taxi Infrastructure Scheme grant

The Council will need to procure a Charge point Operator (CPO) to contribute to final selection of suitable sites, provide 25% match funding, install, operate and maintain the taxi charge points, expecting around a 10 year contract for the original provider to gain interest.

Identification of EV taxi charge points sites has commenced during ongoing consultation with taxi operators and private hire drivers, North Worcestershire Economic Development and Regeneration (NWEDR), and Worcestershire Regulatory Services (WRS). Further work is required, including input from the procured Charge point Operator (CPO) and further liaison with Western Power Distribution (WPD) around grid capacity.

While the charging points funded will be specifically for taxis, the Council will seek to develop a public charging network to sit alongside the taxi charge points, maximising the financial efficiency of the grant funding as much of the installation costs will be shared. Officers intend to tender for a CPO at the earliest possible opportunity following approval of recommendations in this report.

² There is a two-year delay in the collation of national greenhouse gas figures.

3.12 Joined-Up Approach

Worcestershire County Council (WCC) is in the preliminary stages of developing a county-wide strategy for ULEV provision. WCC as highways authority look after on street infrastructure and wider transport objectives. Their strategy will focus on technical standards and data analysis with particular regard to highways land.

The District level strategy sets out principles and actions that are tailored to our local situation. Worcestershire Regulatory Services (WRS) for BDC lead on creating air quality action plans for the District and BDC have responsibility for many of the off street car parks across the district, some business premises.

The County level and District level strategies therefore have a slightly different but complimentary focus. Any future reviews will aim for an integrated approach, as far as practically possible.

A North Worcestershire working group will ensure a joined up approach between councils and cross border. This including representatives from Bromsgrove District Council, Redditch Borough Council, Wyre Forest District Council, North Worcestershire Economic Development and Regeneration (NWEDR), Worcestershire Regulatory Services (WRS), Worcestershire County Council, Midlands Energy Hub and neighbouring Local Authorities. Minutes are also circulated to the BDC Strategic Planning Manager and Worcestershire Public Health.

Customer / Equalities and Diversity Implications

- 3.13 Should the Council choose not to deliver on delivering a ULEV strategy and action plan, this may lead to inequality in access to EV charging and the risk of increasing transport poverty, particularly relating to homes where home-charging is not possible and in rural areas.

4. RISK MANAGEMENT

- 4.1 If the OLEV grant taxi funding is not utilised in accordance with OLEV guidelines, the funding will need to be returned. This would jeopardise the taxi and private hire local business particularly with the Birmingham CAZ taking force in 2020.
- 4.2 The action plan will be regularly monitored and updated as appropriate to ensure actions are reflective of local needs and requirements and the developing ULEV industry.

APPENDICES

Appendix 1 - Bromsgrove District Council ULEV Strategy and Action Plan
Appendix 2 - Glossary of Acronyms

6. BACKGROUND PAPERS

None

7. KEY

None

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Bromsgrove District Council
Ultra-Low Emission Vehicles Strategy

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Glossary

Acronym	Definition
AQMA	Air Quality Management Area – Location where Nitrogen Oxide levels exceed the national maximum threshold. Councils are required to produce and implement plans to reduce emissions in AQMAs.
EVSE	Electric Vehicle Servicing Equipment – effectively a generic term for electric vehicle charging points.
ULEV	Ultra-low emission vehicle – defined as vehicles with emissions of CO2 below 75g/km or fully electric powered.
WTW	'Well to wheel'. This describes the impacts of a vehicle fuel from production via distribution to usage.
Types of mass market vehicles are described in Figure 1.	
Types of electric vehicle charging situations are described in Figure 2.	
Types of electric vehicle charger are described in Figure 3.	

Figure 1 Types of vehicle in mass-market production

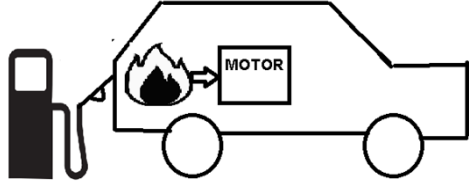
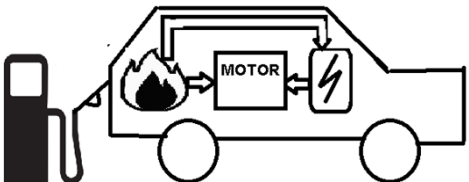
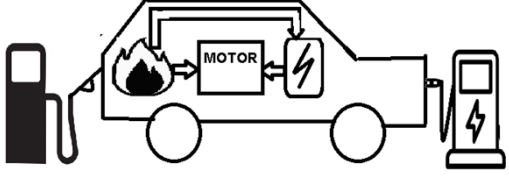
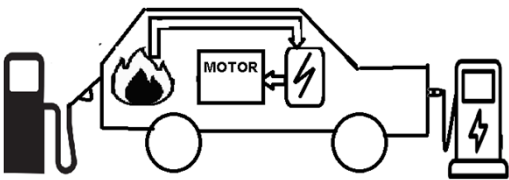
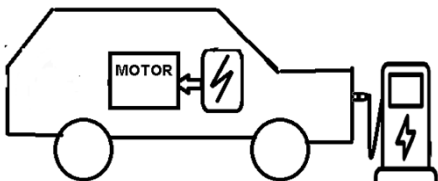
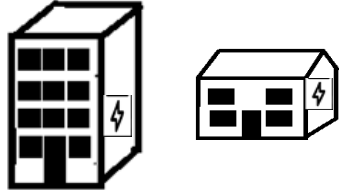
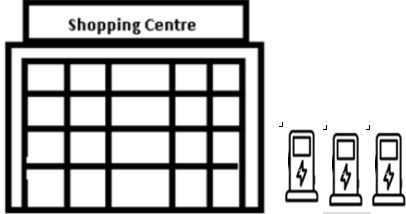

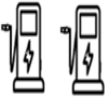
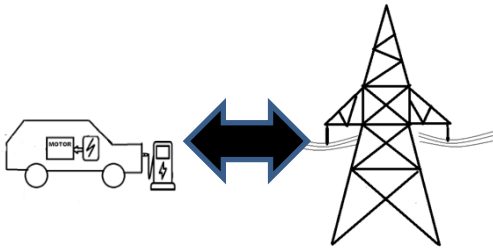
<p>ICE Internal Combustion Engine.</p>		<p>Traditionally petrol or diesel fuelled.</p>
<p>HEV Hybrid Electric Vehicle.</p>		<p>Conventional petrol or diesel ICE and a relatively small electric battery. Uses ICE and/or battery to power the car and uses energy from the ICE to charge the battery, depending on the situation. In certain driving conditions, this will lead to lower emissions.</p>
<p>PHEV Plug-in Hybrid Electric Vehicle.</p>		<p>HEV which has the ability to plug in and charge the electric battery from an external source. This gives the potential to further reduce emissions over a non-plug-in hybrid, especially if this electricity comes from a renewable source.</p>
<p>EREV Extended Range Electric Vehicle.</p>		<p>A plug-in electric vehicle, where there is also a small ICE. Energy from the ICE keeps the battery topped up and extends the range of the vehicle.</p>
<p>BEV Battery Electric Vehicle.</p>		<p>A plug-in electric vehicle using solely battery power.</p>

Figure 2 Types of charging situations

<p>Destination charging</p>		<p>Charging your vehicle at your destination</p> <ul style="list-style-type: none"> • When you travel and park for work, home, shopping or leisure. • Depending on the duration of stay, slow, fast or rapid chargers may be most suitable.
<p>Charging station</p>		<p>Charging on route</p> <ul style="list-style-type: none"> • Multiple rapid or ultra-rapid chargers with facilities

Figure 3 Types of electric vehicle charger

<p>Trickle Charger or Slow Charger</p> <p>3kWh power</p>		<ul style="list-style-type: none"> • Destination: Homes or workplaces • 9 miles range in one hour¹
<p>Fast Charger</p> <p>Usually 7kWh power</p>		<ul style="list-style-type: none"> • Destination: Few hours stay • 21 miles range in one hour
<p>Rapid Charger</p> <p>Up to 50kWh</p>		<ul style="list-style-type: none"> • Destination: ~ One hour stay • OR • Quick top-ups on route • Up to 150 miles range in one hour • Different cars have different connection types
<p>Ultra-Rapid Charger</p> <p>150 kWh – 350 kWh</p>		<ul style="list-style-type: none"> • Charging on route • 75-175 miles added in a 10minute charge • Cars in development with compatible chargers.
<p>Vehicle to grid (V2G)</p>		<ul style="list-style-type: none"> • Can discharge power from the vehicle back into the building or local network to provide power at peak times.² • Upcoming technology.

¹ As a rule of thumb, range is increased in 20 minutes by same number of miles as the power rating in kWh

² EV Charging in Car Parks CENEX

Foreword

To be provided by CEO or Leaders

Also passages of support from e.g. NWEDR, WRS, Public Health, HOW College?

1. Vision, Aims and Objectives

1.1 Vision

A local area thriving in terms of local economic growth, public health, wellbeing and the environment, enabled by a sustainable travel network and a successful low carbon sector including ULEV related industry.

1.2 Aims

- i. To support the use of Ultra Low Emission Vehicles (ULEVs) in the area.
- ii. To support local economic activity and training opportunities in the ULEV industry.
- iii. To facilitate other actions to reduce vehicle related emissions.

1.3 Objectives

- i. Engage with local stakeholders to understand and address their needs in relation to ULEV technology.
- ii. To support and develop appropriate infrastructure for re-charging and re-fuelling ULEV vehicles.
- iii. To enable suitable opportunities for ULEV related business³
- iv. and training, including within the councils' commercialisation agenda.
- v. Work with other sectors such as communications, public health and sports development to explore other ways to reduce vehicle related emissions e.g. encouraging walking and cycling⁴ and decreasing vehicle idling.

³ See Appendix C Case Study Indra Renewable Technologies

⁴ See Appendix D Case Study Woo Bikes

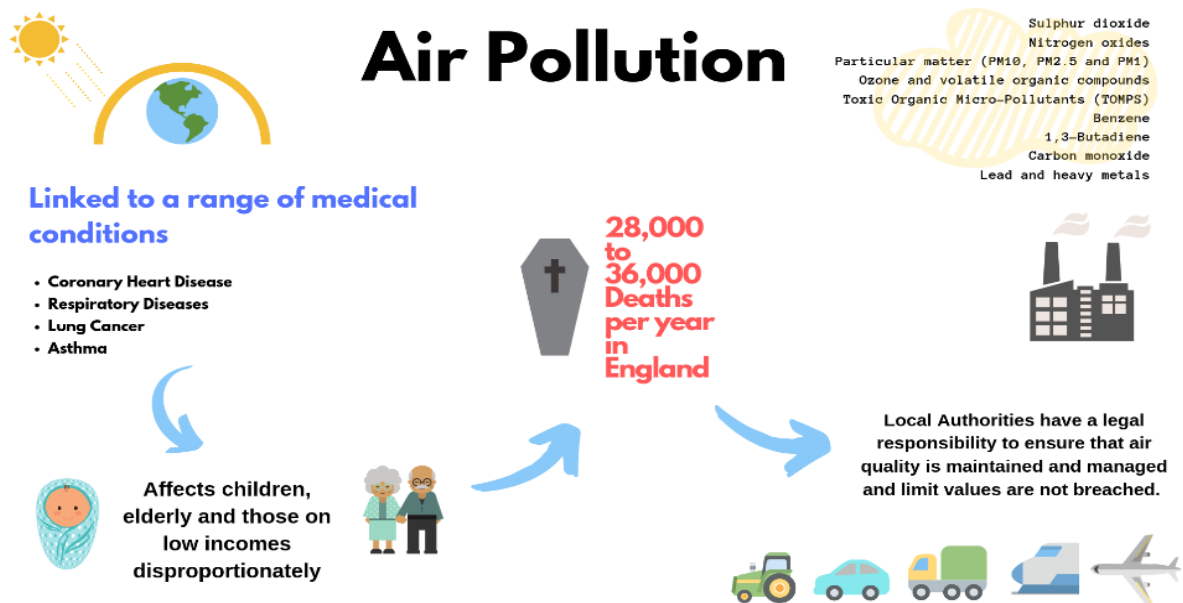


Figure 4: The Impacts of Air Pollution⁵

2. Setting the Scene

2.1 Introduction

There is a need nationally and locally to deliver economic growth along with improvements in public health, wellbeing and environmental welfare.

Diesel and petrol transport are key contributors to poor air quality, the largest environmental risk to public health in the UK. The annual mortality burden of human-made air pollution in the UK is roughly equivalent to between 28,000 and 36,000 deaths. Costs to society are estimated at more than £20 billion every year.⁶ There is strong evidence that man-made greenhouse gas emissions, including from fossil-fuel based transport, will have serious consequences within decades if not checked⁷.

Bromsgrove District Council (BDC) need to take action to improve local conditions and provide resilience for our communities and industries, as well as contributing to a global solution.

Alternative fuels are available for vehicles, with lower emissions than conventional fossil fuel vehicles. National government have responded with the Road to Zero, Clean Growth and Clean Air Strategies and a commitment to end the sale of petrol and diesel cars and vans by 2040⁸. At a local level, all Worcestershire Councils and the Worcestershire Local Enterprise Partnership are committed to improve local air quality^{9,10,11} and to reduce greenhouse emissions¹².

⁵ Worcestershire Public Health Air Quality dashboard

⁶ Review of interventions to improve outdoor air quality and public health. Public Health England.

⁷ IPCC Special Report Global Warming of 1.5 degrees

⁸ Road to Zero Strategy

⁹ Worcestershire Climate Change Strategy

¹⁰ Worcestershire LEP Energy Strategy

The uptake of Ultra Low Emission Vehicles (ULEVs) in the UK presents a great opportunity to work towards a sustainable future and realise significant economic, social and health benefits. However it poses several challenges that need to be addressed, most notably the deployment of resilient re-charging and re-fuelling infrastructure.

This strategy sets out how BDC will support the use of Ultra Low Emission Vehicles (ULEVs) and related economic activity in our areas. It recognises the importance to Bromsgrove of a sustainable travel network for residents, businesses, commuters and the visitor economy, and the need to attract growth industries that can provide local employment and education opportunities.

There is no intention to increase the number of vehicles on our roads, rather to enable residents across our areas to switch to ULEV's and facilitate other actions to reduce emissions and congestion.

Whilst much of the focus is currently on electric vehicles, innovation is happening all the time. It is important to be able to be ready to respond to future changes, therefore this strategy and action plan is designed to be flexible and responsive.

This strategy sets out national and local context along with our vision, aims and objectives and a proposed five year action plan. It will be reviewed as necessary to ensure that it remains fit for purpose.

¹¹ Worcestershire Air Quality Action Plan.

¹² Carbon dioxide, methane, nitrous oxide, ozone, CFCs and HCFCs.

2.2 Scope of this strategy

2.2.1 Figure 5 below depicts the traditional fuel type and future alternative options for different vehicle types. These future options are applicable to both private vehicles and fleet, including council fleet.

Figure 5: Traditional fuels and future alternative options for vehicles

Vehicle type	Fuel type		
	Traditional fuel	Transitional options	ULEV options
<ul style="list-style-type: none"> • Cars • Small vans • Taxis 	<ul style="list-style-type: none"> • Petrol • Diesel • LPG¹³ 	<ul style="list-style-type: none"> • Hybrid • Plug-in hybrid • EREV 	<ul style="list-style-type: none"> • BEV • Hydrogen fuel cells (not mass market) • Hydrogen ICE: concept vehicles only
<ul style="list-style-type: none"> • Large vans • HGVs (including refuse collection vehicles and buses) 	<ul style="list-style-type: none"> • Diesel 	<ul style="list-style-type: none"> • Methane: <ul style="list-style-type: none"> ○ Compressed natural gas (CNG) ○ Liquefied natural gas (LNG) 	<ul style="list-style-type: none"> • Some BEV and hydrogen fuel cell trials • Hydrogen ICE: concept vehicles only

The only commercially viable ULEV option available at present is electric cars, vans and taxis. Therefore, this will be the focus of our current strategy and actions. However, we also outline below the options above that are still in development and our approach to emerging opportunities in relation to these technologies.

¹³ Liquid Petroleum Gas (LPG) – have NOx and particulate emissions similar to petrol and greenhouse gas emissions per mile are similar to diesel, therefore this is not a viable future option to support in the area

2.2.2 Natural gas (methane)

Compressed natural gas (CNG) from high pressure gas mains is a potential transitional fuel for larger vans and HGVs. Liquid Natural Gas (LNG), delivered to site in liquefied form, is an alternative where CNG is not feasible, including for long-haul HGVs as it has a higher energy density. Vehicles that use both CNG or LNG and diesel are also available, with less benefit in terms of emissions compared to fully gas-powered vehicles.

For CNG/LNG, air quality emissions are equivalent to Euro VI diesel. WTW CO₂ emissions for CNG and LNG are similar to diesel if operated on fossil natural gas, but up to ~85% if operated on bio-methane¹⁴. CNG/LNG vehicles are also quieter compared to ICE vehicles, reducing noise pollution in residential areas and alongside busy roads.

While there are no mass-market ULEV options for larger vehicles, we will be supportive of high quality, appropriately sited CNG/LNG operations using bio-methane, including local filling stations and associated anaerobic digestion. We will consider these options for larger vehicles in our council fleet including refuse collection vehicles.

2.2.3 Hydrogen

Hydrogen can be used to power vehicles by producing electricity using hydrogen fuel cells. Water is the only tail pipe emission. However refuelling infrastructure is currently very limited and hydrogen production varies in its emissions profile.

We will watch this technology closely¹⁵ and be supportive of investment in this industry in the area, provided there is a trajectory towards a lifecycle low emission profile.

¹⁴ Low Emission Technology Options for Local Authority Fleets CENEX

¹⁵ Birmingham City Council jointly won £2.8 million with TfL in 2016 for 42 state-of-the-art hydrogen fuel cell buses <https://www.gov.uk/government/news/government-awards-30-million-funding-for-cleaner-greener-bus-journeys>

2.3 Key drivers for a ULEV strategy in Bromsgrove District

2.3.1 Reduction in Emissions

ULEVs do not release any harmful tailpipe emissions and improve air quality when replacing ICE vehicles. When powered by renewable electricity, emissions are negligible. The UK is gradually decarbonising electricity production as renewable energy sources rapidly increase. Renewable electricity accounted for 29.3% of electricity generated in the UK during 2017¹⁶.

2.3.2 Improved Carbon Footprint

In the UK, the lifetime carbon footprint of an electric vehicle is lower than for an ICE vehicle, even when taking into account manufacturing, running and disposal¹⁷. Further gains can be brought about by facilitating alternatives to car use and also by increasing understanding that smaller lower range batteries are sufficient in many cases. There is significant opportunity to re-use degraded electric vehicle batteries for other purposes such as storage of renewable energy. Further development of batteries and recycling capability is a priority. The Midlands is leading the way in this respect¹⁸, with increased electric vehicle uptake likely to provide more of a commercial driver for these improvements.

2.3.3 Reduction in Noise Pollution

ULEV's operating by electric power is very quiet compared to ICE vehicles. This benefits residential areas and alongside busy roads as noise pollution is reduced.

2.3.4 Financial benefit for ULEV vehicles

BEVs are more economical to run when compared with traditional ICE vehicles, although the vehicles themselves are still relatively expensive to buy. However when drivers consider full lifetime (of the vehicle) cost, buying decisions sway towards ULEVs.¹⁹ Up-front purchasing cost for electric vehicles is predicted to be on a par with petrol and diesel models by 2024 in the UK, or earlier if subsidies towards purchase continue²⁰. As well as lower fuel costs, it is believed less maintenance will be required, as fewer moving

¹⁶ Renewable electricity accounted for 29.3% of electricity generated in the UK during 2017 UK Energy in Brief, DEFRA, 2018

¹⁷ Department of Transport, Transport Energy Model Report, 2018

¹⁸ <https://www.gov.uk/government/collections/faraday-battery-challenge-industrial-strategy-challenge-fund>

¹⁹ Science Direct; Total cost of ownership and market share for hybrid and electric vehicles in the UK, US and Japan (January 2018)

²⁰ <https://www2.deloitte.com/uk/en/pages/press-releases/articles/21-million-more-electric-vehicles-expected-worldwide-by-2030.html>

parts are involved and regenerative braking increases life of braking components.

2.3.5 Commercial opportunities relating to the ULEV industry

This emerging market offers scope for local growth in the low carbon economy, building on the legacy of the region's motor, metals and manufacturing industries.

2.3.6 Limited Local Charge Point Infrastructure

There is insufficient accessible and reliable charging²¹, despite the increasing sales of electric cars. Restrictions by car manufacturer, business opening hours, charger reliability and ICE vehicles blocking charge points contribute to the inadequacy of the infrastructure. In order to increase public confidence, charge-points need to be reliable, convenient, affordable and attractive to use.

2.3.7 Households without access to home charging

Where residents can charge at home on drives or in garages, this is convenient and gives confidence to make a switch to ULEV, also enabling access to specialist electric vehicle tariffs with reduced costs depending upon time of use. These are not accessible to households with communal parking, on-street parking and where home-charging is unavailable for other reasons. We are aware of households of this type in Bromsgrove District, including terraced housing, apartments and other housing with communal parking including social housing.

²¹ See Appendix B for summary of local public electric charge-point infrastructure June 2019

2.4 National Context

2.4.1 UK government view EV technology as an exciting opportunity for the UK, It is expected that the UK's automotive sector will need to become a leader in this area in order to remain a player in the global market. The shift from ICE vehicles to ULEVs is seen as essential in achieving the national decarbonisation targets whilst maintaining economic growth.²²

2.4.2 It is also recognised that ULEVs provide the opportunity:

- i. To reduce greenhouse gases from the largest emitting sector
- ii. An opportunity to reduce local air pollution; the second highest cause of avoidable morbidity in the country
- iii. As a new industry with substantial export opportunities.

2.4.3 There will be more than 1M electric vehicles in use by 2020, which will require a total of 100,000 EV charging points but currently there are only **16,500 points** in the UK.²³

2.4.4 Road to Zero, 2018

This is the recently published government strategy in relation to ultra-low emission vehicles. It comes with an ambition to see at least half of new cars to be ultra-low emission by 2030 and a detailed 46 point action plan that provides us with an improved understanding as to where ULEV technology is seen to be heading from a government perspective. Its main aims are to:

- Enable a massive expansion of green infrastructure across the country
- Reduce emissions from vehicles already on the UK's roads
- Drive the uptake of zero emission cars, vans and trucks
- End the sale of ICE cars and vans by 2040

2.4.5 The Clean Air Strategy (2019) echoes the end of sale of ICE cars and vans by 2040.

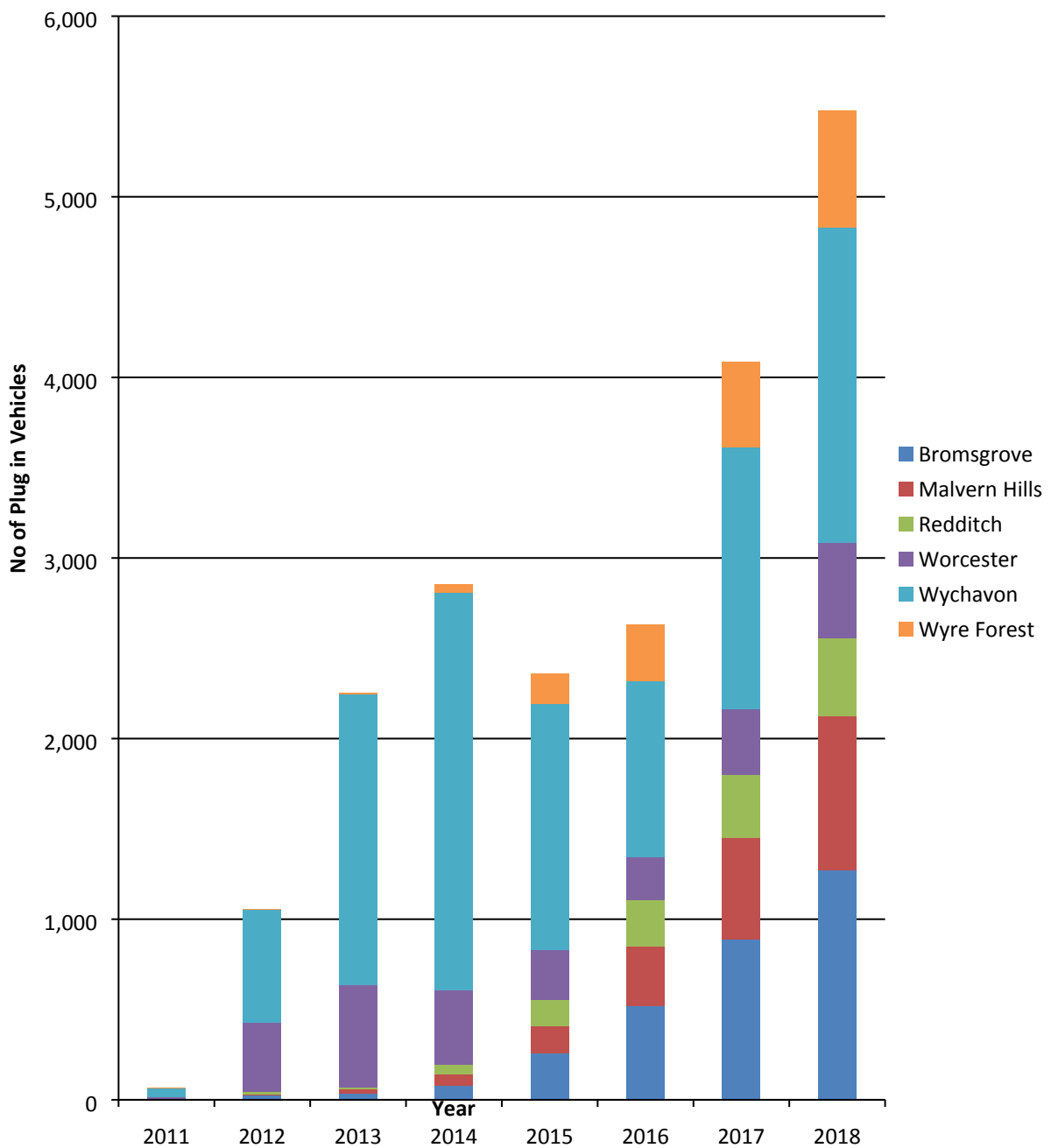
²² Electric Vehicle: Driving the Transition, the Business, Energy and Industrial Strategy Committee. House of Commons. 2018

²³ Source Zap Map

2.5 Local Context

2.5.1 The take up of ULEVs in the UK is steadily increasing with the number of plug in Vehicles registered reaching 144,000 in the first quarter of 2018. The local picture is following suit²⁴. Figure 6 below presents registration of plug-in cars and vans in Worcestershire. This increase is set to continue as additional ULEV models are introduced to the market in the coming years.

Figure 6: Number of plug-in cars, vans and quadricycles licensed in Worcestershire 2011-2018



²⁴ <https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01>

2.5.2 Worcestershire Climate Change Strategy 2012-2020

This sets targets to reduce the county's carbon emissions by 30% from 2005 levels by 2020 and put in place measures to enable reduction by 80% by 2050. One of its stated aims is to develop smarter travel choices programmes (including smarter use of ICT to help residents avoid travel), and facilitate use of alternatively fuelled vehicles.

From the latest available evidence²⁵, the majority of reductions in local carbon emissions are in industrial and domestic sectors, as a result of a necessity to adapt to legislative and fiscal instruments. Transport only shows a 10% reduction.

Figure 7: Reduction in carbon emissions from 2005 to 2016* (%)

	Reduction per sector			National/ Worcestershire target
	Industry	Domestic	Transport	
Bromsgrove	-30	-30	-10	-30

*There is a two-year delay in the collation of national greenhouse gas figures

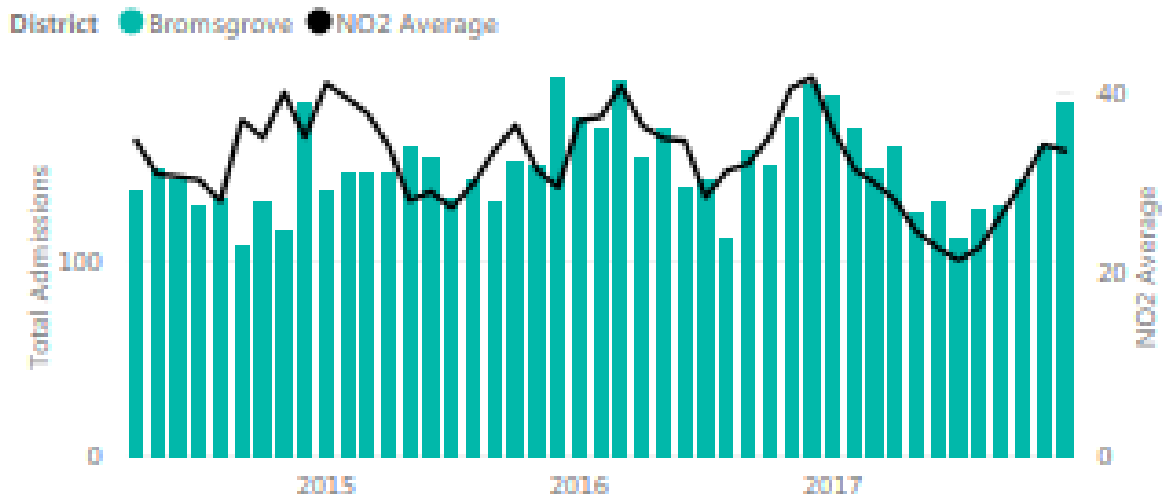
2.5.3 Air Quality

Bromsgrove District has three air quality management areas (AQMAs) where air pollution contravenes national standards. Recent research as part of Worcestershire Public Health's analysis for the Joint Strategic Needs Assessment (JSNA), has shown that hospital admissions with air quality exacerbated conditions, is often correlated with district level air quality.

²⁵<https://www.gov.uk/government/collections/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics>

Figure 8: Air quality and hospital admissions in Bromsgrove ²⁶

Total Admissions and NO2 Average by Month Year and District



2.5.4 Birmingham’s Clean Air Zone (CAZ)

In 2015, the government revealed plans to improve air quality in cities, with the introduction of five CAZs, to be operational by 2020. The government mandated CAZ in neighbouring Birmingham will be in effect in 2020 and is an area where targeted action is taken to improve air quality, in particular by discouraging the most polluting vehicles from entering the zone.

No vehicle is banned in the zone, but those which do not have clean enough engines will have to pay a daily charge if they travel within the area. For cars, private hire, taxis and LGVs that do not meet the emissions standards this will mean a charge of £8 per day and HGVs, coaches and buses that do not meet the standards will be charged £50 per day to drive in the CAZ.

2.5.5 Worcestershire Local Enterprise Partnership Energy Strategy

In line with the 2018 IPCC report’s focus on the need for more urgent decarbonisation in order to keep the world below 1.5 degrees of warming, this strategy aspires to a target of net zero carbon emissions for Worcestershire by 2040. In order to meet these more demanding goals, significant policy and funding commitments will be needed at a national as well as local level, such as a zero carbon national electricity network, enforcement of building control to zero carbon standards and commitment to bring forward the phase out date for high emission vehicles and include HGVs from where it stands currently at 2040.

²⁶ Worcestershire Public Health Air Quality dashboard

The strategy includes key measures of reducing carbon emissions by 50% on 2005 levels by 2030, doubling the size of the low carbon sector between 2016 and 2030 and tripling energy production from renewable generation by 2030.

Priority themes are interdependent and are as follows:

- i. Low carbon transport and active travel - aiming for a fully connected hub of low carbon transport, including a comprehensive system of rapid chargers for electric vehicles, next generation low carbon public transport and safe active travel corridors.
- ii. Increasing clean economic growth
- iii. Overcoming infrastructure and development barriers delivering affordable clean energy.

It also aims to grow Worcestershire's low carbon sector, which is already an area of strength, with many innovative businesses in this area. The Low Carbon and Renewable Energy sector has outperformed the growth of the wider economy, with growth in turnover nationally of 5% from 2015 to 2016. With the Government putting Clean Growth at the forefront of its Industrial Strategy there is a clear opportunity to maximise the local benefits of this and keep growing Worcestershire's low carbon economy.

2.5.6 Worcestershire Local Transport Plan

Worcestershire's Local Transport Plan focuses on new transport infrastructure Schemes, with a number of policy and guidance documents that sit alongside, for example:

POLICY TCC2 – ULTRA-LOW EMISSION VEHICLES

Worcestershire County Council will adopt a proactive approach towards ultra-low emission vehicles (ULEVs) and associated infrastructure, in line with Government policy. For example:

- Expand on its existing county-wide network of public charge points;
- Encourage businesses to provide workplace charging facilities for employees and customers;
- Ensure that developers are aware of ULEV guidance provided in the Streetscape Design Guide;
- Support access to charge points for residents without off-street parking;
- Facilitate (where possible) adoption of new and improved technologies and charging infrastructure developments (such as easy payment access);
- Explore the provision of dedicated charge points for taxi and private hire operators;

- Encourage bus operators to implement an ultra-low emission fleet and associated infrastructure;
- Work with partner organisations to support educational programmes that encourage the take-up and use of ULEVs; and
- Develop business cases and funding bids to access the funds needed to implement ULEV measures.

2.5.7 Bromsgrove District Local Plan

- As part of the National Planning Policy Framework (NPPF), these set out the Councils planning policies that shape and regulate local development.
- They reflect national aims to reduce carbon emissions, improve quality of life and health of residents and aim to conserve and improve the character and quality of the environment whilst promoting economic growth. They recognise that new and existing low carbon communities will be highly accessible and attractive.
- Several policies highlight low carbon, sustainable vehicle infrastructure as key to delivering the visions of these strategic plans.

2.5.8 Bromsgrove District Strategic Plans

These set out the Councils principles, strategic purposes and priorities.

- Be corporately responsible by ensuring we meet our ethical, environmental and social responsibilities, and that services support our communities to develop.
- Constantly innovate, to make the best use of our resources to ensure we deliver efficient, quality services and eliminate waste.
- Make decisions and provide challenge based on data, evidence and learning.
- Use the Council's unique position in the community to encourage and support change amongst partners and other agencies.

Our strategic purposes are as follows:

- **‘Help me to run a successful business’**
- **‘Help me to be financially independent’;**

Priorities to be worked on with partners involve supporting local business, encouraging inward investment, supporting training that meets employer skill needs and enabling employment opportunities.

- **‘Help me to live my life independently’**

Priorities include working with health and other partners to reduce hospital admissions and keep people in their own home, enabling access to appropriate transport, supporting physical activity and supporting access to work, education and training.

- **‘Keep my place safe and looking good’**

Gives priority to reducing emissions and limiting the effect of climate change, including working with our communities. This also includes working with stakeholders to improve the infrastructure for cycling and walking.

- **‘Provide good things for me to see, do and visit’**

Envisions vibrant and flourishing town and local centres and aims to utilise our Councils’ facilities to promote healthy lifestyles.

3 Our Approach

3.1 Joined-Up Approach

- 3.1.1 Worcestershire County Council (WCC), as highways authority, is in the preliminary stages of developing a county-wide policy for ULEV infrastructure. BDC will engage with the development of this policy.
- 3.1.2 The BDC strategy sets out principles and actions that are tailored to our local situation. BDC have responsibility for many of the off street car parks across the district, leisure centres, some business premises and lead on creating air quality action plans.
- 3.1.3 The County level and District/Borough level strategies therefore have a slightly different but complimentary focus. Any future reviews will aim for an integrated approach, as far as practically possible.
- 3.1.4 A North Worcestershire working group has been set up to ensure a joined up approach between councils and cross border. This including representatives from Bromsgrove District Council (BDC), Redditch Borough Council (BDC), Wyre Forest District Council (WFDC), North Worcestershire Economic Development and Regeneration (NWEDR), Worcestershire Regulatory Services (WRS), Worcestershire County Council (WCC), Midlands Energy Hub and neighbouring Local Authorities. Minutes are also circulated to the BDC Strategic Planning Manager and Worcestershire Public Health.

3.2 Approach to electric vehicle charging infrastructure

- 3.2.1 In order to futureproof for local needs, including for streets that do not currently have off-street parking provision, we will facilitate the creation of a comprehensive network of rapid/ultra-rapid charging hubs and destination charging facilities (visitor and workplace, including communal overnight locations) that is reliable, convenient, affordable and attractive, considering rural as well as urban needs.
- 3.2.2 It is our intention that all new homes, workplaces and visitor attractions, should have access to adequate electric vehicle charging infrastructure, where appropriate. We will work to achieve this through development and implementation of local planning policies in line with the National Planning Policy Framework and through enforcement of future Building Regulations which will incorporate requirements for electric vehicle charging infrastructure from 2020.
- 3.2.3 On-street charging is the jurisdiction of Worcestershire County Council where the land is adopted by WCC Highways.

3.2.4 Where the land is under the control of Bromsgrove District, suitability for on-street charging solutions will be assessed on a case by case basis and will be supported where it is deemed to be practical, cost-effective and low risk. We do not anticipate that on-street charging e.g. via lampposts will be a practical solution in most cases however, for a number of reasons:

- The need for lampposts to be at the front edge of the pavement.
- Significant upgrading of the electrical infrastructure associated with the lampposts is usually required.
- Trailing charging leads create a potential hazard, especially for those with visual impairment.
- Could potentially cause or exacerbate conflict when on-street parking spaces (with a charging facility or otherwise) are in high demand.

3.2.5 The electricity supply to electric vehicle charging infrastructure should be from renewable energy sources.

DRAFT

3.2.6 Site Selection

In order to ensure that installations of charge points are fit for purpose, we advise that the following criteria be used to assess potential locations.

Figure 9: Site Assessment Criteria

General	
Site Conditions including safety, accessibility, security	Potential for expansion of charging points if required
Closeness to existing/proposed chargers	Statutory Utilities
Potential for onsite renewable electricity generation	Grid constraints/ opportunities for demand management;
Links and proximity to AQMAs	Potential for contributing to or alleviating congestion
Cost of implementation	
Destination chargers	
Proximity to key destinations such as leisure, retail, housing without off-street parking	Impact on parking supply
Ultra-rapid charging hubs	
Proximity to key routes	Highways access
Proximity to refreshments and toilets	

3.2.7 Type, location and numbers of charging points

Fast charging points (7 kWh) are considered to be the most appropriate charging level at public car parks or major destinations where a three or four hour stay is realistic. Slow chargers (3.5 kWh single phase) are considered to be the best option in business parks for daytime charging. Rapid chargers (≥ 43 kWh in appropriate locations close to major routes in places where stay is usually around one hour. Ultra-rapid charging hubs (150-350-kWh chargers) are ideal for those needing a quick top-up on route and would be ideally located near to refreshment and toilet facilities.

This will enable a mix of chargers for those needing a quick charge, those looking to stay somewhere for a minimum of a morning or afternoon and also for those parking all day at work.

Locations for electric vehicle charge-points should be attractive, visible and safe and the process of charging should be straightforward. There should be multiple chargers at a location and a high priority should be given to reliability.

The numbers of chargers needed across the area is hard to estimate as multiple variables including car-ownership, battery size of cars, daily distance travelled. The best approach is to have accessible destination charging at parking at all main trip attractors, with consideration given to future proofing in terms of minimising additional civil works required for electricity supply if demand increases and in terms of compatibility with vehicle charging technology, and simple payment methods.

3.2.8 Accessibility of charging-point spaces

All electric charging points should be designed to be accessible to all, with consideration given to accessibility of associated facilities by all. However, traffic control orders will not be used to prevent able-bodied drivers from using any electric vehicle charging points, nor to allow blue badge holders to park in an electric vehicle charge-point space when they are not going to be charging a car. The number of parking spaces designated as accessible and reserved for blue badge holders or parents and children by a traffic control order would remain unchanged.

3.2.9 Operation of proposed charging infrastructure

Management options of charging points have been assessed by other councils²⁷ and the outcome shows that in the short term (next five years) the preferred option will be a third party managing the public charging infrastructure. This has a number of advantages which are summarised below:

- Benchmarking shows that this is the option preferred by other local authorities that have already installed charging points at their car parks.
- BDC could be at disadvantage compared with experienced operators as we don't have the level of expertise or resource to be the scheme operator across a wide network of charge points.
- There is a risk of negative public perception towards BDC in case of poor performance of the charging points.
- Opportunity to connect electric vehicle charging point infrastructure in BDC to a network of charging points across the country.
- A third party operating the charging points will potentially be a better use of public money and better for the user. Should engagement on this draft strategy ratify this approach then the procurement procedure will be reported through the appropriate council meetings.

²⁷ Harrogate Borough Council Ultra-Low Emission Vehicle Strategy Final Report 2019-2024

3.2.10 Funding installation of EV Charge-points on council land

Where appropriate grant-funding options will be sought as the first option.

Rapid/Ultra-rapid charging infrastructure

Where such chargers are sited on council land, we will aim to generate an income towards provision of public services, through leasing of land and income sharing.

The council recognises that operators will be generating revenue from the sale of electricity.

Our aim will be for these chargers to be open access allowing contactless payment via a credit or debit card²⁸, in line with legislation to improve accessibility of the public charging infrastructure^{29, 30}.

Provision of slower charging infrastructure will be considered when procuring rapid/ultra-rapid charging infrastructure or leasing land for that purpose, especially where there is potential to undertake works synergistically and decrease capital costs.

Slower charging infrastructure

To help enable slower charging infrastructure to be installed on suitable council sites, we will consider other mechanisms of revenue generation such as parking permits, charging permits, income from associated spend at sites and innovative opportunities e.g. providing grid services such as demand management.

The council recognises the potential to generate revenue from operating slower chargers is restricted by the limited kWh that can be provided.

²⁸ <https://www.zap-map.com/charge-points/public-charging-point-networks/>

²⁹ The Alternative Fuels Infrastructure Regulations 2017

³⁰ Automated and Electric Vehicles Bill 2018

3.2.11 Parking Fees

Parking fees will remain in public car parks for BEV users as it is important, for congestion management purposes, to ensure that car use is not incentivised over other sustainable modes of transport.

3.2.12 Affordability/Transport Poverty

The upfront cost of EVs are still high at present and charges should not be so high as to dis-incentivise take up e.g. higher lifetime cost or higher running cost than petrol/diesel. Consideration should be given for not worsening and if possible improving equality and this is particularly relevant for those without home charging at present.

3.2.13 Charging bay enforcement

Parking bays with electric vehicle charging infrastructure included must be used only by electric vehicles that are plugged in and charging and require a time restriction to prevent abuse. This will be proportionate to the type of charger associated with the recharging bay. These bays will be supported by new Traffic Regulation Order (TRO) and will be signalled by DfT approved signs.

3.2.14 Innovative technology

The use of innovative technology to support the proposed charge points will be considered. For instance, installing solar panels and battery storage at appropriate locations or implementing demand management. Further to this we will look at integrated smart car-parking and EV point management technology and software.

4. **Action Plan**

To deliver the objectives an action plan has been established. As electric vehicle charging is very much an emerging technology it is important for the council to be able to adapt to changes and ensure a flexible approach to delivery of the strategy. The action plan will, therefore, be reviewed as required to ensure adaptability to changes in technology, trends in mobility and financial considerations. The Action Plan is outlined in Appendix A.

Appendix A Bromsgrove Action Plan

Action	Year of completion					Progress & Comments
	1	2	3	4	5	
<p>1</p> <p>Review current funding opportunities and consider applying to Department For Transport (DFT) / Office for Low-Emission Vehicles (OLEV) grants if applicable.</p> <p>Current grants include:</p> <ul style="list-style-type: none"> • Workplace charging scheme • On-street residential charge point scheme • Ultra-Low Emission Taxi Infrastructure Scheme: round 2 						<p>Officers successfully bid for Ultra-Low Emission Taxi Infrastructure Scheme: round 2</p> <p>Meeting with WCC and other District LAs to look at the possibility of a Worcestershire-wide bid for the On-street residential charge point scheme (which can now include off-street car-parks).</p>
<p>2</p> <p>Identify possible locations for charge points. This will involve considering the following along with the site selection criteria:</p> <ul style="list-style-type: none"> • Demand • Availability of land /parking spaces • Type of charge points • Feasibility such as the cost of installation • Security of car parks • Accessibility 						<p>Monitor requests for public charge points through BDC /WCC website, social media, contact centre, MP enquiries and direct contacts to relevant staff. Criteria for appraising such requests will be developed.</p> <p>Identification of charge points has started as this was required for submission of the ULEV bid. Consultation with Taxi operators and private hire drivers, NWEDR, WRS & WCC was undertaken and this point and discussions are still ongoing.</p>

<p>3</p>	<p>Review Council Fleet (and use of grey Fleet)</p> <ul style="list-style-type: none"> • Utilise free fleet reviews and other related support • Plan for migration to alternative fuel options 					<p>Work with other waste collection and disposal authorities and commercial operators to investigate the possibilities for anaerobic digestion that may come with the national mandatory food waste collection and the potential to use this to produce bio-methane for vehicles.</p>
<p>4</p>	<p>Review current parking strategy and parking management policy for the District and for Council employee car parks, to ensure consideration is given to ULEV charge points and appropriate parking bays.</p>					<p>Discussions have been held internally and with Wychavon Parking Services to investigate the various mechanisms of payment for parking against the needs of charge points. Most favourable currently is parking tickets as opposed to pay on foot and costly ANPR technology.</p>
<p>5</p>	<p>Raise awareness of ULEVs through working with organisations to encourage the update of grants and provide relevant advice where appropriate through signposting and possible promotional events.</p> <ul style="list-style-type: none"> • Set up a local ULEV user group • Develop links with relevant industries, education and businesses • Develop a Communications plan • Encourage low emission electric public transport options • Education for second-hand car-dealerships on EVs via EST • Work with local dealerships to promote new and used EVs 					

<p>6</p>	<p>Integrate ULEVs as well as the Council’s wider sustainable transport agenda (promotion of public transport, walking and cycling) into all relevant Council policies and operations.</p> <p>Consider:</p> <ul style="list-style-type: none"> • EV pool cars • Internal HR policies (e.g. mileage allowances etc) • Review Taxi Licensing with respect to incentivising and enabling uptake of electric vehicles 						
<p>7</p>	<p>Ensure the planning process is supportive of ULEV developments.</p>		Ongoing				<p>Discussions have been held internally with the Strategic Planning and Development Control Managers who are engaged to facilitate this.</p>
<p>8</p>	<p>Maximise use of renewable electricity and minimise grid implications. Consider renewables, local storage, smart chargers, V2G and behind the meter demand management.</p>		Ongoing				<p>Good links with key officers in WPD established. Good links with Midlands Hub Energy Advisor. WCC are part of a bid to a Pilot scheme with Virgin Media to link EV charging to their equipment cabinets.</p>
<p>9</p>	<p>Investigate communal charging facilities for those without access to personal home-charging charging e.g. social and private housing with communal parking areas. Work with other RSLs and private owners to learn from them and share or knowledge and experience</p> <p>Consider OLEV funding.</p>						

<p>10</p>	<p>Liaison with other public health agencies in support of clean air policies.</p> <p>Work with sports development, HR, Public Health and Parenting and Community Team to integrate with the Councils Health and Wellbeing agenda</p>	<table border="1"> <tr> <td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td colspan="6">Ongoing</td> </tr> <tr> <td></td><td></td><td></td><td></td><td></td><td></td> </tr> </table>							Ongoing												<p>Representation on Worcestershire Air Quality Partnership Group and North Worcestershire ULEV working group.</p>
Ongoing																					
<p>11</p>	<p>Commercial opportunities for low carbon economic growth. Consider opportunities to generate revenue to support public services.</p>	<table border="1"> <tr> <td></td><td></td><td></td><td></td><td></td><td></td> </tr> <tr> <td colspan="6">Ongoing</td> </tr> <tr> <td></td><td></td><td></td><td></td><td></td><td></td> </tr> </table>							Ongoing												<p>E.g. leasing land for charge-points, investment in the low carbon economy, revenue generation from grid services or optimising behind the meter usage, renewable electricity generation e.g. solar car-ports, local energy storage, vehicle-to-grid charging; leasing cars.</p> <p>Via Land and Buildings Asset Group, areas of land available for possible leasing have been identified and via soft market testing there appears to be some interest.</p> <p>Officers visited innovative ULEV technology company Indra – an inspirational Malvern based technology company that has teamed up with Ovo Energy and Nissan to produce the world’s first wall-mounted V2G Electric Vehicle charger that can also supply energy to the electricity network Indra has a rapidly growing workforce and aims to use local supply chains.</p> <p>Further work is needed to investigate how we can best attract and support such companies.</p>
Ongoing																					

12	Research, keep up to date with and contribute to government and other LAs policy, recommendations and projects on ULEVs.						<p>Officers attended a Road to Zero best practice workshop and contacts have been established with the regional Energy Saving Trust Support Programme manager.</p> <p>In July 2018, the Automated and Electric Vehicles Act 2018 came into law and Government released its Road to Zero strategy. We will continue to monitor and review policies and strategies.</p> <p>Go Ultra Low is a joint government and car industry campaign providing information on switching to an electric vehicle.</p>
		Ongoing					

Appendix B Charge points available to the general public in vicinity of Bromsgrove District June 2019

Location	Destination			Rapid	Charging Network	Access	Location
	3kW	7kW	Other				
Hyundai Neale's Garage B60 2BS		2			Hyundai Dealership	Restricted	Bromsgrove
Bromsgrove Train Station B60 3LX		4			Polar		
Arbury Nissan B60 3AJ				1	Nissan Dealership	Restricted	
Westlands Toyota B60 3AJ		2			Polar	Restricted	
Grafton Manor B61 7HA			2 x 11 kWh Tesla only; possibly 1 all cars		Tesla Destination	Restricted	
Singletons Nurseries B61 0HT			2 x up to 22kWh depending on car		Pod Point	Restricted opening hours	
Fire Safe Services B60 4AD		1			Other	Restricted	Redditch
Hopwood Park Services B48 7 UA				16	Tesla Supercharger	Restricted	
				2	Ecotricity		
Asda B98 7ER		2			Polar		
Abbey Stadium B97 6EJ				1	Polar/Charge your Car Worcestershire County Council		
Robbins & Day Citroen B97 6RH		2			Pod Point		
Greenlands Business Centre B98 7HD				1	Polar/Charge your Car, Worcestershire County Council		

Brickholes Farm B98 9DD		2			Other		
Webbs of Wychbold WR9 0DG				1	Polar/Charge your Car, Worcestershire County Council	Restricted opening hours	Droitwich
Chateau Impney WR9 0BN				1	Polar/Charge your Car Worcestershire County Council		
Lidl Droitwich WR9 9RB				1	Podpoint		
Waitrose Droitwich WR9 8LB	2				Polar		
Longbridge Retail Park B31 2UQ	2	6			Other		Birmingham
Longbridge Technology Park B31 2TS			5		Hubsta, Polar		
Kings Court Hotel B49 5QQ				1	Polar		Stratford
Alcester Road Service Station WR74DB				2	Instavolt		Wychavon

Appendix C Case Study: local economic activity and training opportunities in ULEV industry

Indra Renewable Technologies

Earlier this year the world's first widely available domestic electric Vehicle-To-Grid (V2G) Charger and EV Smart Charger were released. These products were developed and manufactured by Indra Renewable Technologies in Malvern, Worcestershire, a fast-growing electric vehicle and smart energy technology company, as part of an Innovate UK collaboration project with OVO Energy and Nissan.

The V2G Charger will optimise vehicle charging to take advantage of cheaper electricity when it's available and when there are more renewables on the system. The V2G charger also provides balancing services and can sell power back to the grid at peak time. This means that in theory, EV drivers using V2G may never have to pay to drive their car again.

Like the V2G charger, the Smart Charger enables EV's to be charged during off-peak hours, thereby easing pressure on the electricity grid, as well as allowing drivers to take advantage of cheaper off-peak electricity.

As well as electric vehicle charging technology, Indra also produce a Home Energy battery system and Indra's EV Service Centre specialises in EV battery upgrades, OEM repairs and EV diagnostics, catering for a growing EV aftersales market.

Mike Schooling, Founder and Chief Technical Officer of Indra, started working on electric car technology as a hobby in 2011, when he was 19 years old. Indra was formed in 2013, when operations moved out of Mike's spare bedroom in Malvern into a 2,000 sq ft industrial unit. The business and projects continued to grow and in 2018 transitioned into a modern, state of the art, 25,000 sq ft warehouse in Malvern, Worcestershire, with a 26-strong and growing team developing clean technology solutions, focused on accelerating the global transition to EV's.

Mike is passionate about using local supply chain and workforce where possible and feels there is a real need in Worcestershire for suitable business premises to enable this industry to grow throughout the county.

Indra were winners of the award for 'Excellence in Innovation' at Herefordshire and Worcestershire Chamber Business Awards 2018 and are finalists again in 2019, for two categories; 'Excellence in Innovation' and 'Small Business of the Year'.



Appendix D Case Study: Woo Bikes



Woo Bikes – City bike share pilot

What is it?

Since 2010/11 the University of Worcester has operated a short term [bike share scheme](#). This 50 bike scheme has increased in popularity in each year of operation. Students and staff can join for an annual £45 fee then borrow bikes at no extra cost. Members hire pedal bikes for a 7 day period and return them to two locations, City and St Johns Campus reception. Members are issued free helmets and lights and bikes can be used and locked anywhere. There is a small daily fine £2 for late returned bikes.

Woo Bikes extends this scheme by adding an additional 50 electric bikes, or e-bikes. These bikes have a battery, you ride it like a normal bike, but as soon as you pedal, the motor gives riders a boost whenever you need it. These bikes have no gears, you pedal to go faster, brake to slow. Members can hire e-bikes for a 24 hour period with a £4/day late return fee.

Why are we doing this?

One of the key aims of the scheme is to enable a ‘try before you buy’ approach to encourage our community to cycle. We anticipate that those who try, and become regular users, may commit to buying their own bike. The City is experiencing increased car congestion. There is an increase in single occupancy car use and there is an increase in both University students and staff using cars, including driving between University sites. It is likely that these trends are adding to air pollution in key City road corridors. The City is also experiencing a fall in cycling. The aim is to offer a wider travel choice as part of an overall strategy to manage congestion; reduce travel costs and support healthy living styles.

Research supported by central government in e-bike hire schemes across the country concluded that e-bike share schemes “widen the appeal of cycling” and particularly “supports the switching to e-bikes from up to 5-mile car journeys, compared to 3-mile car journeys for conventional cycling”. This meets the profile of car commuting in and out of Worcester City and the hilly nature of the City.

What is it trying to achieve?

Encouraging potential new students to not even contemplate bringing a car with them when they apply to study in Worcester. Reducing the number of commute journeys by people who currently drive on their own to work or study and live within 5 miles of their destination.

Who is it for?

Initially for University of Worcester students and staff and rolling it out to other major employers and Worcester citizens.

When did it start?

At the University of Worcester 12th February 2018 and expanded into Worcester City with students’ leading on *have a go sessions* from 17th April 2018.

Who are the partners?

Worcestershire Local Enterprise Partnership, Worcestershire County Council, Worcester City Council, Gtech, Emily Jordan Foundation and the University of Worcester.



Agenda Item 9

Acronym	Definition
AQMA	Air Quality Management Area – Location where Nitrogen Oxide levels exceed the national maximum threshold. Councils are required to produce and implement plans to reduce emissions in AQMAs.
CAZ	Clean Air Zones.
COP	Charging Point Operator - A company that operates a network of electric vehicle charging points, including repair and maintenance, associated software, data and payment mechanisms. May also manufacture and install charging points.
EV	Electric Vehicles.
EVHS	Electric Vehicle Home Charge Scheme – An OLEV grant scheme to subsidise home electric vehicle charging points for electric vehicle owners/users with a dedicated parking space associated with their home.
EVSE	Electric Vehicle Servicing Equipment – effectively a generic term for electric vehicle charging points.
LBAG	Land and Building Assets Group – a subgroup of the internal Commercialism Board.
ULEV	Ultra-low emission vehicle – defined as vehicles with emissions of CO2 below 75g/km or fully electric powered.
OLEV	Office for Low Emissions, government department reporting to both the Department of Business, Energy and Industrial Strategy (BEIS) and the Department of Transport (DoT)
WCS	Workplace Charging Scheme – An OLEV grant scheme to subsidise work-place electric vehicle charging points.

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CABINET

10th July 2019

Finance Monitoring Outturn 2018/19

Relevant Portfolio Holder	Councillor Geoff Denaro Portfolio Holder for Finance and Enabling Services
Relevant Head of Service	Jayne Pickering, Executive Director Finance and Corporate Resources
Non-Key Decision	

1. Purpose and Summary

To report to Cabinet on the Council's financial position for Revenue and Capital for the financial year April 2018 – March 2019.

2. Recommendations

That Cabinet is asked to resolve

- 2.1 That Cabinet note the current financial position in relation to revenue and capital budgets for the period April – March 2019 as detailed in the report.

That Cabinet recommend to Council

- 2.2 approval of a transfer to balances of £186k is actioned as a result of revenue outturn savings 2018/19.
- 2.3 Approval of the movement of £60k in existing reserves as included in Appendix.
- 2.4 Approval of the addition of new reserves of £2,777k as included in Appendix 1.
- 2.5 Approve the carry forward to the 2019/20 capital programme of £4,984k as detailed in Appendix 3.
- 2.6 Approval of an increase in the 2019/20 Capital Programme of £163k for Disabled Facilities Grants. This is due to the budget allocations having now been announced by the Ministry of Housing, Communities and Local Government (MHCLG). This will increase the available budget to £913k.
- 2.7 Approval of an increase to the capital programme 2019/20 of £44k s106 monies for re-landscaping the recreation ground, Bromsgrove.
- 2.8 Approval of an increase to the Capital programme 2019/20 of £41k for a Bromsgrove combined Footpath and Cycle Way Network funded from a grant from Worcestershire County Council. (£390k already approved at quarter 3)
- 2.9 Approval of an increase to the Revenue budget 2019/20 of £7k due to grant being received from Communities and Local Government towards High Street clean up and future community environmental enhancements and approval for BARN to administer the

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10th July 2019

grant and any future monies received which have similar requirements to this grant, as per paragraph 3.4.

3. Revenue budgets

- 3.1 This report provides details of the financial outturn performance of the Council for 2018/19. The report reflects the finances across all of the Strategic Purposes to enable Members to be aware of the level of funding attributed to each area and how this compares to budget. The summary at 3.3 shows the financial revenue position for the Council for 2018/19.
- 3.2 Financial reports are sent to budget holders on a monthly basis. As part of this process a detailed review is undertaken with support from the finance team to ensure that all issues are considered and significant savings or cost pressures are addressed. This report explains the key variances to budget for 2018-19.
- 3.3 The £10.988m original budget as included in the table below is made up of the budget approved in February 2018 of £10.583m, which is then adjusted to reflect the approved transfers from reserves of £327k along with the community group funding £79k.

In addition, the Revised Budget 2018/19 of £11.145m includes a net transfer from reserves of £116k (which is shown in appendix 1) and use of balances of £40k.

**Revenue Budget summary
Financial Year 2018/19 – Overall Council**

Please note figures have been rounded

Strategic Purpose	Original Budget 2018/19 £'000	Revised budget 2018/19 £'000	Actuals 2018/19 £'000	Variance 2018/19 £'000
Keep my place safe and looking good	4,406	4,378	4,822	443
Help me run a successful business	-559	-565	-637	-72
Help me be financially independent	155	142	248	106
Help me to live my life independently	-8	-68	-123	-54
Help me find somewhere to live in my locality	726	595	536	-59
Provide Good things for me to see, do and visit	660	705	626	-79
Enable others to work/do what they need to do (to meet their purpose)	5,609	5,958	5,435	-522
Total	10,988	11,145	10,908	-237

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10th July 2019

Corporate Financing	-10,988	-11,145	-11,094	51
Grand Total	0	0	-186	-186

Financial Commentary:

There are a number of variances across the strategic purposes. The summary above shows the overall 2018/19 revenue position for the Council and the main variations are as a result of:

Keep my place safe and looking good (£443k overspend)

These budgets include those relating mainly to environmental services, planning, CCTV and other activities to deliver against the purpose ensuring an area is both safe and attractive for the community.

The variance position is explained as below:

- Bereavement services has received less income than expected from burial fees in particular sale of reserved graves by the end of 2018/19 and therefore shows a year end variance for the service of **£110k**.
- Shortfall in income also from Building Control of **£57k**. Building Control operates in an increasingly competitive marketplace and whilst all opportunities are explored it is clear that the number of competitors is rising. Unlike its competitors, Local Authority Building control is required by law to operate solely on a cost neutral basis and its performance and charging regimes are publically accountable.
- Whilst a significant growth in income has been achieved within Core Waste services (trade and garden waste), there have been additional costs required for running the domestic waste services. This generated an overspend by the end of 2018/19 of **£134k**.
- There are additional costs amounting to **£76k**, which are made up of agency staff required in the Place teams covering long term sickness and repairs and maintenance costs.
- Major applications (Reserved Matters) on strategic sites have been delayed due to highway considerations. The shortfall in planning application income is **£224k**.
- There have been savings of **£24k** for 2018/19 within Core Environmental operations on vehicle hire and repairs and maintenance budgets.
- Depot, Engineering and Environmental services management services have some small underspends on repairs and maintenance of vehicles along with temporary salary savings of **£74k**.
- Trees and woodland management have salary savings of **£37k** while the service is under review.

Help me run a successful business (£72k saving)

The budgets within the strategic purpose include economic development, car parking, all licenses and costs associated with the town and other centres within the District.

- There has been some additional income received on car parks **£24k**, additional income received on licences income **£10k** along with additional income being received from rents on land **£16k**.
- There are some savings made on general supplies and services within Economic and tourism development **£22k**.

Help me be financially independent (£106k overspend)

The strategic purpose includes all costs relating to the support of benefits and the administration

and delivery of Council Tax services in the District.

- The variance of **£106k** mainly relates to the housing benefits subsidy. Typically the Council received 100% grant for payment of eligible housing benefit awards. In 2018/19 there was an increase in local authority error of £49k where no grant is received, and £93k increase in overpayments where only 40% grant is received. There is an action plan to ensure improvement in the benefit processing system.

Help me to live my life independently (£54k saving)

There are a number of budgets relating to the delivery of the strategic purpose including; Lifeline, Community Transport and Disabled Facilities Grants.

- There has been significant additional income received within the Lifeline service due to a new contract that has been procured with Cannock Chase District Council. This has been reflected in 2019/20 budgets.

Help me find somewhere to live in my locality (£59k saving)

The costs associated with homeless prevention, housing strategy and land charges are all included in the strategic purpose.

- Housing strategy and enabling services have an underspend due to salary savings and savings on other general supplies and services of **£19k**.
- Land charges has received additional income in the year along with a grant received for New Burdens **£40k**.

Provide Good things for me to see, do and visit (£79k saving)

The majority of budgets within this purpose relate to Leisure and Culture services.

- The variance projected is due to a shortfall in income of **£8k** within Business Development. This is due to a low interest this year on road island sponsorship
- This is offset by salary savings within parks and green spaces and sports services due to a new service structure implementation **£83k**.

Enable others to work/do what they need to do (to meet their purpose) (£522k saving)

All support services and corporate overheads are held within the enabling purpose. These include; IT, HR, Finance, Management team and other support costs.

- Accounts and Financial Management have saving of **£20k** which are due to vacant posts being held whilst the impact of the new financial system is considered.
- There were a number of unallocated savings that sat within the corporate / enabling services. Service savings have been identified during the year and have been allocated to reduce the figure by year end. There has been further service savings during the final quarter of the year as detailed with savings monitoring at point 4 below **£109k**.
- There is a projected underspend of **£65k** within Customer Services centre due to a one off business rate refund and salary vacancies.
- Customer service centre has realised savings due to vacant posts, a one NNDR refund along with underspends on supplies and service budgets **£65k**.
- Professional Legal Advice and services have an underspend **£59k** due to savings on supplies and services, salaries and also receiving additional income in 2018/19.
- There are other salary vacancies within Equalities & Policy, Financial support, HR,

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ICT/Transformation and Legal Services **£271k**. Whilst some are in relation to maternity leave it is anticipated that the other vacancies will be filled in the new financial year.

It is worth noting that a vacancy management savings has been included in the 2019/20 budgets to offset the impact of vacant posts during the year.

Corporate Financing (51k overspend)

- There is a variance on the tariff payment to the government due to a 2017/18 the business rate tariff and top up reconciliation adjustment.

3.4 Communities and Local Government, High Street Community Clean-Up Grant

The request for an approval on an increased budget of £5k at **2.9** is due the Ministry of Communities and Local Government recognising high streets and village centres as a crucial part of our economy and recognised that residents care about these centres of their community. Grant funding was given to all local authorities in March 2019 to be spent in the financial year 2018/19. Given the short timescales involved, agreement with the Ministry to commit the funding in 2018/19 and spend in 2019/20 was arranged.

The funding is intended to be used for community and voluntary groups to undertake community led clean up action in high streets and village centres. The grant scheme intended to increase pride in local high streets, increase community cohesion and enhance social well-being.

Bromsgrove and Redditch Network (BARN) is part of, and works for, the voluntary and community sector (VCS) and is a network which supports volunteers and community organisations across Bromsgrove and Redditch. BARN is the only local VCS organisation that fulfils this role and thus appropriate to administer and monitor community funding of this type. The Council already have a relationship with BARN via the Redditch Partnership as BARN provides a collective voice for the voluntary sector on the Partnerships which assist the Council to work effectively with the local VCS.

BARN would benefit from 10% of the total grant in-line with recommendations from the Ministry to account for administration and monitoring of the funding.

It is recommended that any future community funding of this nature to also be administered through BARN in order to reach the intended audience and assist the VCS within Bromsgrove District. In administering the grant/s BARN would be unable to apply and benefit from the community funding.

4. Savings Monitoring

- 4.1 The medium term financial plan included £1,034k of savings that have been delivered in 2018/19. Within this figure identified savings of £580k are detailed in Appendix 2. The unidentified savings of £454k have also been achieved together with a further £237k.

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5. Cash Management

5.1 The financial position in relation to borrowing at the start and end of the financial are shown in the table below:

Date	£m	Position
As at 31 st March 2018 (Actual)	13.0	Borrowing
As at 31 st March 2019	13.5	Borrowing

5.2 Borrowing

Outstanding as at the 31st March 2019 are £13.5m in short term borrowing with associated borrowing costs within the quarter of £13.4k.

An interest payable budget had been set of £71k for 2018/19 due to expenditure relating to current capital projects.

5.3 Investments

At 31st March 2019 there were no investments held.

6. Capital Budgets

Capital Budget summary Financial Year 2018/19 – Overall Council
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Please note figures have been rounded

Strategic Purpose	Original Budget 2018/19	Revised budget 2018/19	Actuals 2018/19	Variance 2018/19
	£'000	£'000	£'000	£'000
Keep my place safe and looking good	2,238	4,251	1,343	-2,908
Help me be financially independent	6	6	1	-5
Help me to live my life independently	1,257	1,359	954	-405
Provide good things for me to see, do and visit	566	1,513	227	-1,286
Enable others to work/do what they need to do (to meet their purpose)	96	551	85	-466
Totals	4,163	7,679	2,609	-5,070

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Finance commentary:

Keep my place safe and looking good

- The main variances for this strategic purpose relate to the following projects;
 - Infrastructure works at the Bromsgrove depot - Due to other scheme commitments, and the requirement for the detailed design for the works to be undertaken, it is requested that the budget will be rolled over into 19/20.
 - Vehicle replacement budget - there are delays on the vehicle replacement programme due to specification delays it is therefore requested to carry forward the budget into next financial year 2019/20.
 - Burcot Lane – the proposal works have commenced however works will be ongoing therefore a budget carry forward is requested to 2019/20.

Help me be Financially independent

- The variance relates to funding originated from a grant obtained from the government by Warmer Worcestershire via WCC to be spent on Park Homes insulation within the Bromsgrove District however there are currently no suitable projects to spend this grant on therefore officers request that the budget is carried forward until suitable projects are available.

Help me to live my life independently

- The underspend projected relates to a number of projects ;
 - Energy Efficiency installations. This fund has been unable to be spent this year due to the need to procure the energy advice service prior to restarting the Bromsgrove Energy Efficiency Fund. The energy advice service has been procured and is due to commence on July 1st 2019 until March 31st 2022.
 - Discretionary home repairs assistance which is due to a lack of applications being received despite advertising.
 - It is requested to carry forward an underspend on the Disabled Facilities Grants due to delays in referrals from occupational therapists.

Provide Good things for me to see, do and visit

- The underspend projected relates to a number of projects ;
 - The project in relation to the Dolphin centre demolition is expected to be undertaken in the summer of 2019. Therefore the budget of £1,080k is requested to be carried forward into the new financial year 2019/20.
 - The project providing £62k towards refurbishment of the Barnt Green Millennium Park - Toilets, remains under review by the Parish Council, it is requested to carry forward the budget into the 2019/20.

Enable others to work/do what they need to do (to meet their purpose)

- The variance for this strategic purpose relates to the new Finance Enterprise system which will be starting in 2019/20, therefore requesting the budget to be carried forward.

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6.1 Disabled Facilities Grants

The request for approval of an increased budget £163k at **2.6** is due to confirmation of the Disabled Facilities Grant being not being distributed to all relevant authorities by the ministry of Housing, Communities and Local Government until May 2019. An estimate at budget setting was used and therefore the additional £63k is now required to match the grant determination £913k for Bromsgrove District Council for 2019/20

6.2 Recreation Ground

The request for approval of an increased budget £44k s106 monies at **2.7** is due to additional monies required to add to the already approved capital budget of £170k also from s106 monies. The additional monies required are to fund a replacement perimeter fence around the recreation ground.

6.4 Footpath and Cycle Network

The request for approval of an increased budget £41k (funded by County Council) at **2.8** is in addition to the already approved £390k is due to certain revisions to the scheme and therefore increasing the costs. The scheme that is worth £3.4 million to Worcestershire County Council funded through a Department for Transport initiative, (NPIF) National Productivity Investment Fund, which forms part of the wider transport and highways plan for the area and will see an additional six walking and cycling pathways being introduced over the next couple of years. This Capital Project is being designed by Bromsgrove District Council's Engineering and Design Services. It is a combined Footpath/Cycle Way link through Sanders Park from Whitford Road to Kidderminster Road. The construction works are programmed to commence Spring 2019, and are being undertaken to ensure that the Parks planned activities are inconvenienced as little as possible. Sanders Park is the largest scheme in the area and is to be completed by Spring 2020.

7. Earmarked Reserves

- 7.1 The position as at 31st December 2018 is shown in Appendix 1. The position at the 1st April 2018 was £3m and at the end of the financial year includes £2.718m that have been transferred to reserves. The majority of this relates to setting aside section 31 Business rate grant/estimated Business rate surplus to provide funding for future risks £2.834m.

8. General Fund Balances

- 8.1 The addition of the 2018/19 saving will increase the balances to £4.926m with the level of recommended retained balances of £1.1m

During 2018/19 there has been a further approval of a use of balances of £946k towards the demolition of the Dolphin centre and implementation of associated car parking. This will now take place in 2019/20. The current level of balances will therefore reduce to £3.980m.

- 8.2 With the current level of balances the Council is able to consider new opportunities for funding in the future to includes libraries and other public services.

9. Legal Implications

- 9.1 No Legal implications have been identified.

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10. Service/Operational Implications

10.1 Managers meet with finance officers on a monthly basis to consider the current financial position and to ensure actions are in place to mitigate any overspends.

11. Risk Management

11.1 Effective budget monitoring supports any risks associated with the Council.

APPENDICES

Appendix 1 - Earmarked Reserves 2018/19
Appendix 2 - Savings Monitoring 2018/19
Appendix 3 - Capital carry forwards
Appendix 4 - Capital Programme 2019/20

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FINANCIAL RESERVES STATEMENT 2018/19

Appendix 1

Please note these figures have been rounded

Description	Balance b/fwd 1/4/2018	Budgeted Release 2018/19	Revised Balance b/fwd 1/4/2018	Transfers in existing reserve	Transfers out existing reserve	New Reserve 2018/19	C/fwd 31/3/2019	Comment
	£'000	£'000	£'000	£'000	£'000	£'000	£'000	
Building Control	(7)	0	(7)	0	0	0	(7)	To Fund the mobile working project
Building Control Partnership	(57)	0	(57)	(26)	22	0	(61)	Partnership income has to be reinvested back in to the service.
Business Transformation	(11)	0	(11)	0	11	0	(0)	Towards organisational development following the staff survey
Commercialism	(41)	0	(41)	0	7	0	(33)	To help fund costs in relation to commercialism projects
Community Safety	(30)	0	(30)	0	30	0	0	Grant funding received to fund associated community projects
Community Services	(40)	0	(40)	0	9	0	(31)	To help towards a district network feasibility study
Economic Regeneration	(501)	0	(501)	0	25	0	(476)	To fund the Economic Development opportunities across the District
Election Services	(98)	0	(98)	(14)	25	0	(88)	To support the delivery of individual electoral registration and to set aside a reserve for potential refunds to government
Environmental Services	(13)	0	(13)	0	5	0	(8)	To help towards the unauthorised trespass prevention scheme, Tree works, and single use plastic project within the district
Financial Services	(194)	0	(194)	(61)	95	(19)	(179)	In addition a number of reserves / grants have been set aside to support residents through the changes to welfare reform
Housing Schemes	(450)	0	(450)	(181)	119	0	(511)	To support the feasibility and implementation of housing schemes across the district
ICT/Systems	(122)	0	(122)	(19)	10	(33)	(164)	To provide for replacement ICT systems and hardware.
Leisure/Community Safety	(277)	0	(277)	(132)	187	(44)	(266)	Grant received and reserves set aside to support a number of leisure and well being schemes across the District
Local Development Framework	(142)	0	(142)	0	112	0	(31)	To fund the costs associated with the Core Strategy
Local Neighbourhood Partnerships	(16)	0	(16)	0	0	0	(16)	Grant received in relation to liveability schemes
Other	(90)	21	(69)	0	0	0	(69)	To support apprentices, set up costs and other general reserves
Planning	0	0	0	0	0	(30)	(30)	Custom build grant to provide support for the Authority in relation to new planning regulations.
Regulatory Services (Partner Share)	(42)	0	(42)	0	3	0	(38)	BDC Share of WRS grant related reserves
Replacement Reserve	(339)	325	(14)	0	14	0	(0)	To fund replacement vehicles and plant
Shared Services Agenda incl Joint CE	(311)	0	(311)	0	0	0	(311)	To fund potential redundancy and other shared costs
Total	(2,781)	346	(2,435)	(432)	674	(125)	(2,318)	
Corporate Financing	(619)	0	(619)	(187)	0	(2,635)	(3,441)	The reserve has been created to offset the loss on Business rates collection and appeals in 2019/20.
Other Corporate Financing	(5)	0	(5)	0	5	(17)	(17)	To provide funding for any potential legal challenges and funding received help towards support for brexit implications.
Grand Total	(3,405)	346	(3,059)	(619)	679	(2,777)	(5,777)	

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BROMSGROVE - SAVINGS & ADDITIONAL INCOME FROM 18-19 BUDGET ROUND

APPENDIX 2

Department	Description of saving	2018-19 £'000	Comments	Year end			
				On target Y/N	Additional (add to to in yr savings) £'000	below target Y/N	Pressure £'000
Business Transformation	Annual Revenue Budget Saving	-123	Saving from efficiencies and contract reviews	Y			
Community Services	telephone charges	-6	Savings from new contract	Y			
Community Services	staff savings from reduced mileage and reduced hours	-3	Savings from staff member reducing working hours	Y			
Community Services	removal of budget historical DFG monies	-7	Review of budget efficiencies	Y			
Community Services	acommodation charges	-12	Already included in support recharges	Y			
Community Services	various	-28	Review of budget efficiencies	Y			
Corporate Resources	Reduction in External Audit Costs	-16	Reduced as per new contract arrangements	Y			
Corporate Resources	Appeals in Asset of Community	-20	Savings to be offered, subject to any future appeals to be drawn down from balances	Y			
Customer Access & Financial Support	Reduction in Hrs	-5	Savings from staff member reducing working hours	Y			
Environmental Services	Utlilities	-36	More efficient lighting and boiler	Y			
Environmental Services	Maintenance	-9	Saving on Depot Maintenance	Y			
Environmental Services	Additional Garden Waste income	-54	Price increase to £45 in 18/19	Y			
Environmental Services	Fuel and Vehicle R&M	-117	Fuel and R&M due to more efficient working and lower fuel costs.	Y			
Environmental Services	Domestic Bin Replacements	-53	Revenue saving achieved by moving replacement of bins to capital.	Y			
Environmental Services	Trade Bin Replacements	-10	Revenue saving achieved by moving replacement of bins to capital.	Y			
Environmental Services	Garden Waste Bin Replacements	-3	Revenue saving achieved by moving replacement of bins to capital.	Y			
Leisure & Cultural Services	Efficiency Saving	-5	Review of budget efficiencies	Y			

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Department	Description of saving	2018-19 £'000	Comments	On target Y/N	Additional (add to to in yr savings) £'000	below target Y/N	Pressure £'000
Leisure & Cultural Services	Savings on accomodation costs	-8	Review of budget efficiencies	Y			
Leisure & Cultural Services	Year 3 and 4 income based upon operators offer at bslc	0	Additional income generated from new service provider at the Bromsgrove Leisure Centre	n/a			
Leisure & Cultural Services	NNDR on George House	-18	Savings following demolition of building	Y			
Leisure & Cultural Services	R & M for Parkside Building	-25	This saving relates to the repairs and maintenance of the building that are less than initially. This will be used to offset the income pressure against Parkside Hall which has been difficult to achieve but additional marketing will aim to mitigate the shortfall	Y			
Planning & Regeneration	Additional cross boundary partnership working	-2	Additional income generated following marketing of service.	N		Y	2
Planning & Regeneration	Reduction in car mileage costs	-8	Review of budget efficiencies	Y			
		-580			0		2

BDC Capital forward requests - 19-20 Budget

Description	Department	strategic purposes	Funding	Full year Budget 2018-19 £'000	Full year expenditure 2018-19 £'000	Full year Variance 2018-19 £'000	Request for Carry Forward into 2019/20 £'000
San (Storage Area Network)	Business Transformation	enabling	Capital Receipts / Borrowing	26	19	-7	7
San Storage Capacity	Business Transformation	enabling	Capital Receipts / Borrowing	20	13	-7	7
Energy Eff Hom Insulation Prog	Community Services	help me be financially independent	Capital Receipts / Borrowing	6	1	-5	5
CCTV	Community Services	help me live my life independently	Capital Receipts / Borrowing	40	0	-40	40
Energy Efficiency Installations	Community Services	help me live my life independently	Capital Receipts / Borrowing	110	0	-110	110
Disabled Facilities Grant	Community Services	help me live my life independently	Grant income WCC	1,122	947	-175	175
Burcot Lane	Customer Access & Financial Support	keep my place safe and looking good	Capital Receipts / Borrowing	1,611	66	-1,545	1,545
North Cemetery - Phase 2 Expansion	Environmental Services	keep my place safe and looking good	Capital Receipts / Borrowing	35	10	-25	25
Refuse Coll Veh Replacement-Garden	Environmental Services	keep my place safe and looking good	Capital Receipts / Borrowing	1,675	1,063	-612	612
Replacement Lighting - Depot	Environmental Services	Keep my place safe and looking good	Capital Receipts / Borrowing	23	0	-23	23
Infrastructure Works Bdc Depot	Environmental Services	Keep my place safe and looking good	Capital Receipts / Borrowing	161	9	-152	152
BDC Combined F/Path & Cycl	Environmental Services	Keep my place safe and looking good	Capital Receipts / Borrowing	390	0	-390	390
Boundary Security at Depot	Environmental Services	Keep my place safe and looking good	Capital Receipts / Borrowing	20	0	-20	20
Replacement Parking machines	Environmental Services	keep my place safe and looking good	Capital Receipts / Borrowing	120	0	-120	120
New Finance Enterprise System	Finance & Resources	enabling	Capital Receipts / Borrowing	455	0	-455	455
BDC Dolphin Centre	Leisure & Cultural Services	provide good things for me to see, do & visit	Capital Receipts / Borrowing/balances	1,080	0	-1,080	1,080
Hagley Scouts	Leisure & Cultural Services	provide good things for me to see, do & visit	Capital Receipts / Borrowing	100	0	-100	100
Replace Perimeter Fencing Allotments	Leisure & Cultural Services	Keep my place safe and looking good	Capital Receipts / Borrowing	21	16	-5	5
Wythall Park Pos Improvement	Leisure & Cultural Services	provide good things for me to see, do & visit	S.106	15	0	-15	15
Barnt Green Millenium Park - Toilet	Leisure & Cultural Services	provide good things for me to see, do & visit	S.106	62	0	-62	62
Rubery Redevelopment Works	Planning & Regeneration	provide good things for me to see, do & visit	Capital Receipts / Borrowing	75	39	-36	36
TOTAL CURRENT CAPITAL PROGRAMME				7,167	2,183	-4,984	4,984

BDC Current Capital Programme 2019/20 - 2022/23 - including carryforwards / excludes any new recommendations

Description	Department	strategic purposes	Funding	2019/20 Total	2020/21 Total	2021/22 Total	2022/23 Total
				£'000	£'000	£'000	£'000
SAN (Storage Area Network)	Business Transformation	enabling	Capital Receipts/Borrowing	7	0	0	0
SAN Storage Capacity	Business Transformation	enabling	Capital Receipts/Borrowing	17	0	0	0
Burcot Lane	Customer services and financial support	keep my place safe and looking good	Public works loan board and grant homes england	3,156	2,065	4,396	0
Funding for DFGs	Community Services	help me live my life independently	Grant income WCC	925	750	750	0
Energy Efficiency Installation	Community Services	help me live my life independently	Capital Receipts/Borrowing	220	0	0	0
Home Repairs Assistance	Community Services	help me live my life independently	Long Term Debtors	50	50	50	0
Energy Efficiency	Community Services	help me be financially independent	Grant finance (WCC)	5	0	0	0
CCTV	Community Services	help me live my life independently	Capital Receipts/Borrowing	80	40	40	0
Fleet Replacement	Environmental Services	keep my place safe and looking good	Capital Receipts/Borrowing	2,160	866	436	1,208
Cemetery Extension infrastructure at at North Bromsgrove Cemetery Phase Two	Environmental Services	keep my place safe and looking good	Capital Receipts/Borrowing	25	0	0	0
Replacement lighting at the Depot	Environmental Services	Keep my place safe and looking good	Capital Receipts/Borrowing	23	0	0	0
Wheeler Bin Purchase	Environmental Services	Keep my place safe and looking good	Capital Receipts/Borrowing	126	94	94	0
Depot site resurfacing phase 2	Environmental Services	Keep my place safe and looking good	Capital Receipts/Borrowing	252	0	0	0
Update Boundary Security at the Depot	Environmental Services	Keep my place safe and looking good	Capital Receipts/Borrowing	20	0	0	0
BDC Combined F/Path & Cycl	Environmental Services	Keep my place safe and looking good	Grants & Contributions	390	0	0	0
Replacement Parking machines	Environmental Services	keep my place safe and looking good	Capital Receipts/Borrowing	120	0	0	0
New Finance Enterprise system	Finance	enabling	Capital Receipts/Borrowing	455	0	0	0
New Leisure Centre	Leisure & Cultural Services	provide good things for me to see, do & visit	Capital Receipts/Borrowing Balances	1,080	0	0	0
Wythall Park POS Improvement	Leisure & Cultural Services	provide good things for me to see, do & visit	s106 funding	15	0	0	0
Barnt Green Millenium Park - Toilet	Leisure & Cultural Services	provide good things for me to see, do & visit	s106 funding	62	0	0	0
Replacement Perimeter Fencing to Stoke Road Rigby Lane allotments	Leisure & Cultural Services	keep my place safe and looking good	Capital Receipts/Borrowing	5	0	0	0
Hagley Scouts	Leisure & Cultural Services	provide good things for me to see, do & visit	Capital Receipts/Borrowing	100	0	0	0
Re-landscaping of Recreation Ground	Leisure & Cultural Services	provide good things for me to see, do & visit	s106 funding	170	0	0	0
Rubery Redevelopment Works	Planning & Regeneration	provide good things for me to see, do & visit	Capital Receipts/Borrowing	36	0	0	0
TOTAL CURRENT CAPITAL PROGRAMME				9,499	3,865	5,766	1,208

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