



BROMSGROVE DISTRICT COUNCIL

MEETING OF THE CABINET

WEDNESDAY 13TH JANUARY 2021

AT 6.00 P.M.

MICROSOFT TEAMS - VIRTUAL

MEMBERS: Councillors K.J. May (Leader), A. D. Kent (Deputy Leader), G. N. Denaro, 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 25th November 2020 (Pages 1 - 12)
4. Minutes of the meeting of the Overview and Scrutiny Board held on 23rd November 2020 (Pages 13 - 24)
 - (a) To receive and note the minutes
 - (b) To consider any recommendations contained within the minutes

Any recommendations made at the meeting on 11th January 2021 will be tabled at the meeting.
5. Worcester and Birmingham Canal Conservation Area Appraisal (Pages 25 - 128)
6. Bromsgrove Homelessness Grant and Flexible Homelessness Support Grant Allocation for 2021/22 (Pages 129 - 134)

7. Council Tax Base Calculation 2021/22 (Pages 135 - 138)
8. Medium Term Financial Plan 2021/22 - 2024/25 - Update Presentation
9. 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

5th January 2021

If you have any queries on this Agenda please contact
Amanda Scarce

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GUIDANCE ON VIRTUAL MEETINGS

Due to the current Covid-19 pandemic Bromsgrove District Council will be holding this meeting in accordance with the relevant legislative arrangements for remote meetings of a local authority. For more information please refer to the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police Crime Panels meetings) (England and Wales) Regulations 2020.

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If you have any questions regarding the agenda or attached papers please do not hesitate to contact the officer named above.

Notes:

As referred to above, the virtual meeting will be streamed live and accessible to view. Although this is a public meeting, there are circumstances when Council might have to move into closed session to consider exempt or confidential information. For agenda items that are exempt, the public are excluded and for any such items the live stream will be suspended and that part of the meeting will not be recorded.



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- Meeting Minutes
- The Council’s Constitution

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BROMSGROVE DISTRICT COUNCIL

MEETING OF THE CABINET

25TH NOVEMBER 2020, AT 6.00 P.M.

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

Observers: Councillor S. A. Robinson (formerly Hughes)

Officers: Mr. K. Dicks, Mr C. Forrester, Mrs. C. Felton, Mr. G. Revans, Ms J. Willis, Mr O. Paparega, Mr. K. Hirons and Ms. A. Scarce

38/2020 **TO RECEIVE APOLOGIES FOR ABSENCE**

There were no apologies for absence.

39/2020 **DECLARATIONS OF INTEREST**

There were no declarations of interest on this occasion.

40/2020 **MINUTES**

The minutes of the meeting of Cabinet held on 14th October 2020 were submitted.

RESOLVED that the minutes of the meeting of Cabinet held on 14th October 2020 be approved as a true and correct record.

41/2020 **MINUTES OF THE MEETING OF THE OVERVIEW AND SCRUTINY BOARD HELD ON 12TH OCTOBER 2020**

Officers confirmed that there were no recommendations from the meeting of the Overview and Scrutiny Board held on 12th October or from the meeting held on 23rd November 2020.

RESOLVED that

- (1) The minutes of the meeting of the Overview and Scrutiny board held on 12th October 2020 be noted; and
- (2) The minutes of the meeting of the Overview and Scrutiny Board held on 23rd November 2020 be noted.

42/2020

WORCESTERSHIRE REGULATORY SERVICES BOARD
RECOMMENDATIONS - BUDGET 2021/22

Cabinet considered the minutes of the meeting of the Worcestershire Regulatory Services (WRS) Board held on 1st October 2020.

Members were advised that during the course of the meeting concerns had been raised regarding ICT support for WRS. Wyre Forest District Council, which provided ICT support and accommodation to the WRS team, had proposed an increase to the fees charged for these services. The WRS Board had agreed to defer making a decision about whether to increase those fees until further information had been provided for Members' consideration.

Following the WRS Board meeting on 1st October Members had requested clarification about the fees charged by Bromsgrove District Council as the host authority for WRS. There was the possibility that the Council would need to propose an increase to these charges to offset the impact of any increase that might be agreed to charges for ICT services and accommodation for WRS.

RECOMMENDED that partner authorities approve the following for 2020/21:

- 1.1 the additional partner liabilities for 2020/21 in relation to increase in WRS pension forward funding rate and recommend the increase to individual partner councils:-

Bromsgrove District Council	£11k
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- 1.2 the additional partner liabilities for 2020/21 in relation to the additional increase in pay award of 0.75% from the original estimated 2% and recommend the increase to individual partner councils:-

Bromsgrove District Council	£3k
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- 1.3 the refund to Wyre Forest in relation to the change of Pest Control Services and recommend the refund to individual partner councils:-

Wyre Forest District Council	£7k
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- 1.5 the revised budget for 2020/21 and partner percentage allocations for 2020/21 onwards, due to the change in pest control service at Wyre Forest:-

	£'000	Revised %
Bromsgrove District Council	468	14.59

43/2020

DISTRICT LEVEL ECONOMIC RECOVERY FRAMEWORK

The Head of North Worcestershire Economic Development presented the District Level Economic Recovery Framework. The framework was a live strategic document and would be updated on an ongoing basis to reflect changing circumstances.

Members were advised that the framework focused on 3 key priority areas:

- Supporting people – The main objective in relation to this priority was to support residents who had been made unemployed as a result of the impact of the Covid-19 pandemic. Support was also provided to residents considered to be at potential risk of redundancy as a result of the pandemic. In the short-term the framework focused on actions that could be taken by the Council and partner agencies to enable people in this position to secure employment. In the medium-term and long-term there would be a need to ensure that residents developed the skills needed by local employers. Increasingly the workforce needed to be able to adapt quickly to using new forms of technology in order to secure employment.

The framework took into account the need to plan for the future entry of children and young people into the workforce. These young people also needed to be provided with the skills needed by local businesses if they were to secure employment in the district.

- Supporting businesses – There were 4 workstreams underpinning the priority of supporting businesses. This included business information, guidance and support in relation to securing grant funding. Another workstream focused on start-up businesses and enterprises as there was evidence to suggest from the Local Enterprise Partnership (LEP) hubs that there had been a surge in demand for support with establishing start-up companies. The Covid-19 pandemic had provided many companies with an opportunity to innovate. The Council had recently acquired access to an online business directory which tracked businesses with high growth potential and approximately 50 Bromsgrove based businesses had been identified and listed on this platform. There was also a workstream focusing on larger and digital employers.

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- Improving places – The Chancellor of the Exchequer, in the November Spending Review, had announced that funding would be made available for place shaping purposes. The funding criteria remained to be confirmed but, should Bromsgrove be eligible, an application would be submitted to the Government. At present, work streams were focusing on repurposing the town centres in the district where needed.

New staff were being employed in the North Worcestershire Economic Development Unit who would provide targeted support to businesses based in Bromsgrove district. The support provided by these Officers also helped to enhance the offer that could be made to businesses considering operating in the district. Members were advised that there was a lot of support available to businesses and people considering establishing a business but it could be difficult sometimes to identify and therefore the support provided by these officers was invaluable.

During consideration of the report Members noted that the District Economic Recovery Framework had been debated at a recent meeting of the Overview and Scrutiny Board. The Board had had a very detailed debate and a number of useful points had been raised. At this meeting the potential for ward Councillors to be involved in work designed to enhance town centres and high streets had been discussed. The Board had been keen to ensure that ward Councillors could assist with this work if possible and had noted that Councillors would appreciate being kept informed of what was happening in their wards. At Cabinet it was noted that the Council would engage with ward Councillors as part of the process.

Reference was made to a typographical error in the report which should have referred to 45,000 eligible employments in the claims received up to 31st August 2020 for Bromsgrove.

Cabinet also discussed the number of residents in the district who were claiming out of work benefits and questioned the impact that the extension of the furlough scheme had had on unemployment levels in Bromsgrove. Data from the Office for National Statistics indicated that the number of people claiming out of work benefits had declined slightly in September and October after having peaked in August 2020.

The impact of Covid-19 on businesses in the district was debated. Members noted that, should pubs, restaurants and hotels have to remain closed after the end of the second national lockdown, this could have a negative impact on businesses in the hospitality industry in particular. Cabinet was informed that there was some uncertainty on the date of the meeting about which tier Bromsgrove district would be placed in after the end of lockdown and therefore it was difficult at the meeting to determine what restrictions would be placed on the hospitality industry over the festive period. Further clarity would be provided by the Government in an announcement due to be issued on Thursday, 26th November 2020.

RESOLVED that the report and the Bromsgrove Local Economic Recovery Framework (2020-2023) be approved.

44/2020

DOMESTIC ABUSE POLICY - IDENTIFYING ABUSE AND RESPONDING EFFECTIVELY

Cabinet considered the Domestic Abuse Policy focusing on action that could be taken to identify abuse and ensure that the Council responded effectively.

The report highlighted the Council's commitment to tackling domestic abuse and outlined action that would be taken to enable frontline staff to identify and support residents who were victims of or at risk of falling victim to domestic abuse. The policy would enable the Council to meet the requirements set out in the Domestic Abuse Bill. New legislative requirements would come into effect in April 2021 which would introduce a new legal duty for local authorities to provide support to victims of domestic abuse and their children. The bill would also introduce a statutory definition of domestic abuse which emphasised that domestic abuse did not just relate to physical violence but could also involve emotional, coercive, controlling or economic abuse. The Council already worked in partnership with a number of other organisations to support victims of domestic abuse.

Officers advised that the report was being presented on the national white ribbon campaign day. The white ribbon campaign was dedicated to highlighting the issue of domestic abuse and therefore the discussion at Cabinet was very timely. Communications had been issued by the Council in relation to this campaign which had been shared with partner organisations.

During consideration of this item reference was made to the form that had been developed for staff to complete when working with victims of domestic abuse and it was suggested that staff would need a high level of understanding about the matter in order to complete the form appropriately. These forms would need to be completed and victims interviewed at a time when they would be very vulnerable which might have an impact on their mental health and therefore it was important to ensure that staff adopted a sensitive manner. Officers confirmed that only trained staff would be required to complete these forms, such as employees working in the Housing Strategy team. Other staff would have general awareness raising training and they would be expected to raise any concerns by referring matters to the Council's safeguarding leads.

RECOMMENDED that

- (1) the draft Domestic Abuse Policy be adopted; and
- (2) the Head of Housing and Community Services be given delegated authority to update and amend the policy in line with any new legislation and guidance, as and when required.

45/2020

HOUSING STRATEGY

The Housing Strategy was presented for Cabinet's consideration. The Housing Strategy would replace a policy that previously applied countywide with a succinct strategy focused on housing needs in Bromsgrove district. The national, county and district context had all been taken into account when producing the strategy, which contained a clear set of priorities that would be reviewed regularly. The strategy had been drafted before Covid-19 emerged and the impact of the pandemic remained to be confirmed. However, the document acknowledged points raised in the Council's Recovery Plan.

The strategy was relatively brief in length. The decision had been taken to restrict the length of the document to ensure that it was user friendly for all the Council's stakeholders, including partner agencies. The Housing Strategy would be subject to consultation and it was possible that changes would be made to the document in response to any feedback that was received.

During consideration of this item reference was made to a recent debate at a meeting of the Overview and Scrutiny Board where Members had stressed the need for more affordable housing in the district and it had been suggested that this should be referenced in one of the tables in the strategy. This suggestion had received Officers' and the Portfolio Holder's support during the meeting.

Cabinet was advised that the Housing Strategy and Economic Recovery Framework would both have a positive impact on the district moving forward. A lot of work was required to deliver on the proposals in both of these documents but this would place the district in a good position moving forward.

RESOLVED that

- (1) a period of public consultation for four weeks for the draft BDC Housing and Homelessness Strategy 2020-2024 be approved; and
- (2) a final version of the Housing Strategy, having considered any relevant consultation responses, be brought back to Cabinet for approval.

46/2020

QUARTER 2 FINANCE MONITORING AND MEDIUM TERM FINANCIAL PLAN UPDATE REPORT

The Head of Financial and Customer Services presented the Financial Monitoring Report for the second quarter for the 2020/21 financial year.

During the presentation of this report the following matters were highlighted for Members' consideration:

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- Significant overspends had been recorded for the strategic purpose 'run and grow a successful business'. There was a total forecast deficit of £1 million for this strategic purpose.
- A lot of the overspends in the budget were driven by the impact of the Covid-19 pandemic, such as with the loss of income from car parking fees during the lockdown.
- The majority of the overspend for 'run and grow a successful business' could be attributed to the loss of income from car parking fees during the pandemic.
- A £169,000 overspend had been reported for the strategic purpose 'communities which are safe and well maintained'.
- There had been some challenges with waste management disposal costs resulting in overspends on overtime and call out hours at a cost of £219,000. This overspend was being reviewed at a corporate level.
- However, the Council had received £1.255 million in 4 tranches of Covid-19 grants from the Government. In total £390,000 of this funding had already been spent so that £865,000 remained to be spent and some of this funding could be used to mitigate the overspends in the budget.
- There were some underspends which had been achieved from salary savings, particularly in the tree management team.
- There were also underspends arising from temporary vacant positions in Customer, Democratic and ICT services of £194,000.
- In addition, there was a training underspend of £100,000.
- Disabled facility grants remained underspent and Officers were investigating this to ensure that the needs of the most vulnerable residents were being met.
- There was an £87,000 underspend on the strategic purpose 'living active and healthy lives' and this was mainly due to the impact of Covid-19 on Leisure Services. Additional grant funding had been secured to help support Leisure Services and would help to offset the additional fee that was likely to be requested by the Council's Leisure Service provider.
- By the date of the meeting Officers were anticipating a variance in the budget of £1.288 million.
- There was a recommendation about reprofiling the Burcot Lane project as the capital spending had not been able to proceed as quickly as had been anticipated. A grant had been agreed with Homes England for this project so was moving ahead.

Following the presentation of the report Members discussed the financial position and the possibility that further grant funding would be received by the Council to help manage the budget moving forward. The grant funding received to offset the loss of income from fees and charges would be allocated to particular service areas and Members were advised that it would be prudent to analyse the budget position and any gaps in the budget once these allocations had been confirmed.

During consideration of this item the Cabinet thanked the Head of Financial and Customer Services and the Financial Services team for their hard work managing the budget during the year. Members recognised that the team had had an increase in workload during the period due to the need to co-ordinate the provision of approximately £30 million in grant funding to businesses impacted by the Covid-19 pandemic.

Reference was also made to the level of income that had been lost by the Council during the pandemic which would not be covered by grant funding from the Government. Members were advised that clarification was awaited in respect of the final position of the accounts and once this had been finalised further clarification could be provided.

RESOLVED that the current financial position in relation to revenue and capital budgets for the financial period April 2020 – September 2020 as detailed in the report be noted.

RECOMMENDED that the reprofiling of the Burcot Lane project in the capital programme 2020/21 due to officers completing a review of the Capital budget for 2020/21 – 2023/24 as detailed in appendix 3 be approved.

47/2020

CAPITAL STRATEGY 2020/21 INCORPORATING THE TREASURY MANAGEMENT STRATEGY

The Head of Financial and Customer Services presented the Capital Strategy 2020/21, incorporating the Treasury Management Strategy for Members' consideration.

Members were advised that there was an annual requirement to consider and approve these documents. Usually, these strategies would be considered earlier in the year but in the first national lockdown some Committee meetings had been cancelled and so the item had been rescheduled for consideration later in the year.

A number of key changes to the strategies were highlighted for Members' consideration:

- There were intentions to use Money Market Funds a lot more during the year to handle any surpluses, as this would provide a greater return to the Council. In previous years the authority had used services through the bank of England but rates of return had been quite low.
- The Council did not have professional investor status so had had to work hard to encourage a number of Money Market Funds to work with the authority.
- As a lot of grant funding had flowed through the Money Market Funds there was the possibility that the Council would receive some interest from this funding at the end of the financial year.

- Bromsgrove District Council was maintaining the borrowing strategy for short-term borrowing from other Councils.
- The Government had announced that borrowing rates from the PWLB would return to 2019 interest rate levels. There was the potential that the Council could borrow from the PWLB to help fund the Burcot Lane project.
- Flexible use of capital receipts enabled the Council to capitalise receipts to help cover some revenue costs where usually that would not be possible. This would help to contribute to savings in the revenue budget moving forward.
- The investment strategy section of the documentation was the area that had been changed the most when compared to previous years. The strategy had been altered to allow investments to be made even in cases where no profit would be made or there might potentially be a loss in order to benefit the local business community at a difficult time for the economy.
- Any losses from investments that did not yield a high rate of return would be offset by investments that were made which would yield a higher rate of return.
- The MRP policy would be the same as in previous years.

RECOMMENDED that

- (1) the Capital Strategy as an appropriate overarching strategy for the Council be approved;
- (2) the Treasury Management Strategy for 2020/21 and the associated MRP policy be approved;
- (3) the policy for Flexible use of Capital Receipts be approved; and
- (4) the Investment Strategy be approved.

48/2020

FEES AND CHARGES

Cabinet considered the Council's proposed fees and charges for 2021/22.

During consideration of this item reference was made to the debate that had been held about the fees and charges at a recent meeting of the Finance and Budget Working Group. Members were advised that the group was largely supportive of the proposed fees and charges for 2021/22. However, there had been a number of areas that the group had wanted to highlight for the Cabinet's consideration:

- Concerns that the increase of the bulky waste charge by 50 pence might result in an increase in fly tipping. Members had been advised by Officers that it was not anticipated that this increased fee would have that impact.
- The group had supported the proposal that Garden Waste collection services should operate over a full 12-month period and had agreed that the impact of this should be monitored.

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- Questions had been raised about Planning Enforcement charges and concerns raised that the increase was based on salary costs and not overheads. The Head of Planning, Regeneration and Leisure Services had responded to these questions during the meeting.
- Pre-application charges had also been raised and the Head of Planning, Regeneration and Leisure Services had answered Members' queries on this subject.

Cabinet discussed the points raised by the Finance and Budget Working Group and in so doing noted that the 50 pence increase on fees for the bulky waste collection service was being proposed at a time of high demand for the service. The Head of Environmental and Housing Property Services explained that the fees for bulky waste collection services had not been increased for a number of years. The Environmental Services team had suggested the 50 pence increase which was not considered to be a significant rise on the existing fee. Customers had the opportunity to make a payment based on the size of the bulky waste that they were disposing of and the fee was considered to be good value for money. Members questioned whether a 50 pence increase on the fee would impact on a person's decision about whether to fly tip and potentially risk having to pay a substantial fine for doing so.

Reference was also made during the meeting to some additional fees and charges which had been proposed for Leisure Services. This involved the introduction of an extra charge for electricity at the BirdBox.

RECOMMENDED that

- a) all fees and charges included in appendix 1 to the report be approved;
- b) an additional charge for the electric supply at the Birdbox be approved and
- c) all fees and charges included in appendix 1 are charged commencing 1st February 2021.

(During consideration of this item there was a brief pause of the meeting which lasted for 10 minutes.)

49/2020

BROMSGROVE DISTRICT COUNCIL CAR PARKS - CAPITAL WORKS PROGRAMME

The Head of Environmental and Housing Property Services and the Environmental Services Manager presented a report in respect of the Capital Works programme for Bromsgrove District Council car parks. Originally the focus had been on undertaking a review of the Car Parks Strategy and the capital works that needed to be completed in respect of the car parks. The two elements had subsequently been split and the document presented for Cabinet's consideration was an infrastructure report. A wider car parking review would be included within the work of the North Worcestershire Economic Development team.

The report addressed both pay and display and pay on foot car parking arrangements. Officers were proposing a 5-year programme for the maintenance of the car parks. A comprehensive schedule of planned works had been provided in the report which would ensure that all the car parks were maintained at a safe and acceptable standard. The work that would be undertaken would include replacement of the pay and display machines to enable the introduction of a cashless payment option, introduction of more efficient LED lighting, resurfacing all the car parks, introducing a virtual permit system, installing CCTV in North Bromsgrove Car Park and the inclusion of the infrastructure for future vehicle electrical charging points. The infrastructure would be introduced at the same time as resurfacing works would be undertaken in order to minimise disruption. Should Members decide to dispose of a car park in the future or to not undertake some of the scheduled works this could be accommodated within the plan.

During consideration of this item Officers clarified that Members were not required at this stage to determine whether the proposed increase in funding in 2021/22 should be funded from balances or through borrowing. This would instead need to be determined in the Medium Term Financial Plan 2021/22 to 2024/25.

RECOMMENDED that

- (1) the preliminary offer made by a third party, to take over the running and maintenance of the Recreation Road South Car Park be accepted;
- (2) delegated powers be given to the Head of Environmental and Housing Property Services, Head of Finance and Customer Services and the Portfolio Holder, to explore, negotiate and agree the final lease details with the third party, be approved;
- (3) a decrease in the 2020/2021 Capital Programme of £34.5k to provide a total budget of £85.5k for replacement of parking machines be approved;
- (4) an increase of £432.0k, £307.0k or £267.0k in 2021/2022 to be funded from borrowing or balances following consideration as part of the medium term financial plan review be approved;
- (5) an increase of £136.0k to the 2022/2023 Capital Programme to be funded from borrowing or balances following consideration as part of the medium term financial plan review be approved;
- (6) an increase of £116.0k to the 2023/2024 Capital Programme to be funded from borrowing or balances following consideration as part of the medium term financial plan review be approved; and

- (7) an increase of £441.0k or £121.0k in 2024/2025 to be funded from borrowing or balances following consideration as part of the medium term financial plan review.

50/2020

APPOINTMENT OF EXECUTIVE DIRECTOR OF RESOURCES

The Chief Executive advised that recently an Appointments Committee had met in accordance with the Council's constitutional requirements. The Appointments Committee had been convened to consider the appointment of an Executive Director of Resources, following a rigorous recruitment exercise. The Appointments Committee had been unanimously in favour of appointing Mr James Howse to the position and Mr Howse had accepted the offer.

This appointment would be reported for Members' consideration at the Council meeting due to take place on Wednesday, 2nd December 2020. Council would need to formally ratify the appointment of Mr Howse to the statutory position of Section 151 Officer.

The meeting closed at 7.35 p.m.

Chairman

BROMSGROVE DISTRICT COUNCIL

MEETING OF THE OVERVIEW AND SCRUTINY BOARD

23RD NOVEMBER 2020, AT 6.00 P.M.

PRESENT: Councillors M. Thompson (Chairman), J. Till (Vice-Chairman), A. J. B. Beaumont, S. R. Colella, R. J. Deeming, M. Glass, C.A. Hotham, R. J. Hunter, A. D. Kriss (minute 46-52), P. M. McDonald (minute 46-51) and C. J. Spencer

Observers: Councillor K. May, Councillor G. Denaro, Councillor S. Webb

Officers: Mr. K. Dicks, Mrs. S. Hanley, Mrs. C. Felton, Mrs R. Bamford, Mr. O. Paparega, Ms. J. Willis, Mrs J. Heyes, Mr. J. Smith, Ms I. Karimi Fini, Ms. A. Scarce and Mrs. J Gresham

46/20 **APOLOGIES FOR ABSENCE AND NAMED SUBSTITUTES**

No apologies for absence were received.

47/20 **DECLARATIONS OF INTEREST AND WHIPPING ARRANGEMENTS**

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

48/20 **TO CONFIRM THE ACCURACY OF THE MINUTES OF THE MEETING OF THE OVERVIEW AND SCRUTINY BOARD HELD ON 12TH OCTOBER 2020**

The minutes of the Overview and Scrutiny Board meeting held on 12th October 2020 were submitted for Members' consideration. Councillor C. Spencer advised that her name did not appear in the list of Members Present at the meeting and asked that the minutes be updated to reflect her attendance. The Democratic Services Officer undertook to make the amendment.

RESOLVED that the minutes of the meeting of the Overview and Scrutiny Board held on 12th October 2020 be approved as an accurate record.

49/20

BROMSGROVE MARKET UPDATE

The Head of Legal, Democratic and Property Services presented the item in respect of the Bromsgrove Market. Also in attendance for this item was the Business Improvement Manager for this area and the Bromsgrove Market Manager.

Members were invited to ask questions on the performance of the market during the pandemic. There was particular interest from Members regarding the number of traders that had received financial support from Bromsgrove District Council and the current number of traders. Officers confirmed that due to the Government guidelines regarding permission to trade and the sale of essential items there were currently 7 traders on the market. The Head of Legal, Democratic and Property Services would confirm with relevant officers in respect of the amount of financial support received by traders during the pandemic and circulate the information to Members outside of the meeting.

Officers confirmed that the market could be mobilised quickly once an announcement was made as to which Tier Bromsgrove would be included in after the second lockdown. In addition to this, there was scope to include extra trading days of the market in the run up to Christmas. This news was welcomed by the Board.

Members were pleased to hear that there had been no adverse reaction to Council staff during a difficult period for the market and that residents and traders had been supportive of the staff during the pandemic.

There was detailed discussion in respect of the potential use of the Bird Box for the market. The Head of Planning, Regeneration and Leisure advised Members that it might not be appropriate to move stalls from the High Street and that it was a priority to promote the Bird Box as an event space.

The Chairman invited Councillor K. May, who was in attendance in her role as Leader and Portfolio Holder for Economic Development, the Town Centre and Strategic Partnerships to comment on the report from officers. She thanked the team for all of their hard work during an unprecedented time. It was acknowledged by some Members that the decision taken by Council to return the market to a Council run operation had now proved to be fortuitous and an appropriate one in light of the pandemic and particularly given the status of Bromsgrove as a market town.

It was queried what the financial loss in respect of the markets had been during the pandemic. Officers confirmed that inevitably there had been losses experienced and between the first lockdown to early November £21,441 in income had been received. The Head of Legal and Democratic Services confirmed that the actual figures were not currently known but that the Council were claiming for all available financial support from Central Government and that Members would be informed once further information was available.

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

50/20

HEAD OF PLANNING, REGENERATION AND LEISURE SERVICES TO RESPOND TO QUESTIONS FROM MEMBERS IN RESPECT OF THE PROCESS AND POLICY FOR THIRD PARTY EVENTS

The Head of Planning, Regeneration and Leisure Services was welcomed to the meeting in order to answer Members' questions in respect of the process and policy for third party events.

During this item the following information was provided to Members:

- There were three categories of events that the Council might be involved in. They were as follows:
 - Council Run Events this included fireworks displays or Christmas Lights switch on lights were the sole responsibility of the council.
 - Civic or Community Lead Events where the Council provided some sort of support e.g. Remembrance Sunday Services
 - Other Events – events that the Council were not involved in from a Leisure perspective

Further information was requested by Members regarding events where fireworks were featured and what procedures were in place so that residents could take precautions if necessary, prior to the event taking place. The Head of Planning, Regeneration and Leisure explained that Council run events were well-publicised in advance. It was further clarified to Members that for private events, such as a fireworks display in a resident's back garden, no prior intervention could be made. The Board were advised if they wished to consider the types of events held on behalf of the Council, they should engage with the Portfolio Holder for Leisure Services.

Agenda Item 4

Overview and Scrutiny Board
23rd November 2020

There was concern from some Members that there seemed to be very little communication between Ward Members and Parish Councils prior to some particular events taking place. This included access to risk assessments that had been undertaken and potential road closures.

During the presentation, the following was highlighted for Members' attention:

- Some regular events occurred at the same time every year and that residents, Members and Parish Councillors would be aware of those dates due to their regularity.
- Road closures were posted by the Council even in the case of third-party events.
- Risk assessments were carried out by the company or organisation who hosted the event. At the current time in addition to the usual risk assessments, Covid-19 risk assessments were also carried out for all events. The Council did have sight of the risk assessments for the Alvechurch Mop and in conjunction with partners including Police and Fire Authority ensured that any mitigations within the risk assessment were appropriate and implemented effectively. The timelines for receipt of any risk assessment were reported to Members.
- Some third-party event organisers were members of the Showmans' Guild. Guild rules regulated access to land which had to be provided on a repeated and predictable basis. These rules were in place in order to protect the livelihoods of the Showmans' Guild members.
- It was reported that firework events could be cancelled at very short notice as a result of an inclement weather forecast, and regular assessments were made in the run up to these types of events.

The Chairman invited Councillor P. Thomas, who was in attendance in his role as Portfolio Holder for Leisure, Cultural Services and Community Safety for comment. He thanked the officers for their detailed responses to Members' questions.

RESOLVED that the presentation in respect of the process and policy for third party events be noted.

51/20

DISTRICT LEVEL ECONOMIC RECOVERY FRAMEWORK - PRE-SCRUTINY

The Head of North Worcestershire Economic Development and Regeneration (NWEDR) presented the item in respect of the District Level Economic Recovery Framework and in doing so highlighted the following to Members:

- The District Level Economic Recovery Framework set out the priorities for recovery in the District and was a 'live' document and could be amended to reflect any changes in circumstances. The document outlined what plans were in place with key partners.
- There were three key priorities contained within the plan; Supporting People, Supporting Businesses and Improving Places.
- Data that was used within the plan captured the number of people claiming out of work benefits, the number of job vacancies and the number on furlough and comparisons between pre-lockdown figures had been analysed. It was clarified to Members that the number of claimants of benefits was increasing and there had been a significant drop in job vacancies. This had led to a more competitive labour market in the District. Members were informed that there had been an error within the District Level Economic Recovery Framework report in respect of the numbers of people eligible for employment within Bromsgrove. The figures were clarified as being 45,000 residents who were eligible for employment and not 42,800. The take up rate was confirmed as 11.5%.
- It was difficult to identify the number of businesses that had stopped trading during Covid-19 and the associated lockdown as there was an inevitable time lapse in the collection of data and its publication in this area.
- North Worcestershire Economic Development and Regeneration, Worcestershire County Council, Worcestershire Local Enterprise Partnership and Greater Birmingham and Solihull Local Enterprise Partnership were working with residents who were at risk of redundancies or who had lost their jobs during the pandemic. The work included matching skills to vacancies and ensuring that the existing workforce were equipped with the appropriate skills to satisfy the labour market.
- Guidance and ensuring information in respect of grants and available support were key components within the plan and it was highlighted to Members that there had been a significant increase in people requesting information on starting up their own business during the pandemic. Support for larger businesses in Bromsgrove was also available and it was hoped that this would prevent the potential for large numbers of redundancies in the

future. The pandemic had highlighted the need for better resilience for businesses.

- It was hoped that the plan would improve access and layout in the Town Centre would encourage people to spend more time and money there.
- A Business Support Officer and Engagement Support Officer had been appointed by NWEDR in order to help facilitate the work contained within the plan.

After the presentation there was detailed debate regarding the matching of skills to vacancies in the current climate and the process that was to be undertaken in order to carry this work out. It was explained to Members that the plan would provide the framework for this work and that discussions had already taken place in respect of working with businesses to match up vacancies and skills that were available. It was noted that historically Bromsgrove had a good record of incubating businesses and was at an advantage compared to other Districts due to its location and higher education facilities. It was reported to Members that there had been recent investment in the District by two large digital companies. It was hoped that these investments would demonstrate there were opportunities in the District for local people.

There was a suggestion that perhaps this might be an opportunity to bring forward the date for regeneration of the Town Centre and that local centres were not all in need of re-purposing. It was suggested that local Ward Members be involved in discussions regarding any potential changes to their local centres. Members were advised that work was already taking place in respect of the regeneration of the Town Centre.

After lengthy debate, the following recommendation was proposed by Councillor S. Colella:

‘That the Strategic Planning Team and Economic Regeneration Team engage with the town centre ward member to develop a master regeneration plan and a timeline for that plan.’

On being put to the vote this recommendation was lost.

Several sites were identified as potential areas of opportunity and innovative approaches for partnership working in the Town Centre particularly heritage buildings. Members were advised that as some of the buildings were privately owned this made plans more difficult to initiate.

Members were encouraged at the number of businesses in the District, however it seemed that they were not businesses that employed a large number of people. In previous years, it had been the case that business had been registered in the District but were not operating businesses. The Head of NWEDR agreed that the data might have been distorted by businesses that were registered but not actively trading. Members requested that the figures of the internal wage of the District compared to other Local Authorities in the County be provided. These figures Median Gross Weekly Pay (full time 2018) were as follows:

	People who live and work in Bromsgrove
Bromsgrove	£500 per week
Redditch	£480 per week
Wyre Forest	£450 per week

It was clarified to Members that there was a big discrepancy in respect of wages of those that lived in Bromsgrove and worked elsewhere where the Gross Median weekly wage was £650 per week.

RESOLVED that the report in respect of the District Level Economic Recovery Framework be noted.

52/20

HOUSING STRATEGY - PRE-SCRUTINY

The Head of Community and Housing Services presented the report in respect of the Housing Strategy for consideration by the Board.

Members were informed that this strategy complemented the countywide strategy and took a more localised approach. The strategy had been drafted prior to the pandemic however Covid-19 had been included in the final document presented before Members. The proposed strategy would be put out to public consultation for a 4-week period.

Councillor S. Webb was invited to speak in her capacity as Portfolio Holder for Strategic Housing and Health and Wellbeing who thanked the team for bringing the strategy together in difficult circumstances.

A suggested amendment was made in respect of the wording used within the report. However, Officers confirmed that the existing wording was part of the countywide Strategic Housing Plan which had already been approved therefore no changes could be made. Members were assured that Officers would feedback the suggestion back to Worcestershire County Council in order that changes might be made in future iterations of the countywide strategy. It was however agreed that

'affordable' be inserted into the strategy on page 40 of the main agenda pack to reflect that this was a key strand within the strategy.

The Chief Executive clarified to Members further context in respect of the countywide Housing Strategy. He explained that this was a longer-term housing strategy across Worcestershire and that affordability was a key area going forward.

Members' attention was drawn to another potential change on Page 36 of the main agenda pack detailing the number of complaints in the private rental sector in contrast to the number of complaints in the social housing sector. The Head of Community and Housing Services undertook to finding further information in respect of the number of complaints regarding social housing for possible inclusion in the report.

Some concerns were raised in respect of green initiatives and their place within the Housing Strategy going forward. Members were advised green initiatives were considered and were already being included in projects that had been undertaken.

RESOLVED that the Housing Strategy be noted.

53/20

DOMESTIC ABUSE POLICY - PRE-SCRUTINY

The Domestic Abuse Policy was presented for Members' consideration by the Head of Community and Housing Services. The policy set out the Council's commitment to addressing and preventing Domestic Abuse and that ensured that Council staff were equipped in identifying abuse in customers and service users. The strategy also served to satisfy the requirements set out in the Domestic Abuse Bill which would come into effect in April 2021. Members were advised that they would be provided with training to aid Members in this area.

The Chairman invited Councillor S. Webb to speak on this report and she thanked officers for their hard work in putting such an important policy together and although there had been a slight rise in the instances of domestic abuse during the pandemic, officers were working closely with partners in order to manage any increase.

Members were advised that this was a new policy for the Council and that Domestic Abuse had previously been included in the Safeguarding Policy. This new, separate policy reflected the additional duty that Local Authorities would have placed on them when legislation came into effect from April 2020.

RESOLVED that the report in respect of the Domestic Abuse Policy be noted.

54/20

FINANCE AND BUDGET WORKING GROUP - UPDATE

The Chairman introduced the Finance and Budget Working Group update in his role as Chairman of the Group. He explained that the Working Group had met once since the last Overview and Scrutiny Board meeting held on 18th November 2020.

At the meeting of the 18th November the Group looked closely at Fees and Charges, Budget Bids and the impact of Covid-19 and Capital Expenditure on Strategic Assets. In attendance for the items were the Head of Environmental and Housing Property Services and the Head of Planning, Regeneration and Leisure Services.

Concerns were raised by the Group in respect of the Capital Programme and it was agreed that this area would be closely monitored in the coming months.

The Group requested further updates at the next meeting regarding the impact of Covid-19 on the Council's budget and information on grants that were available from Central Government. Members would also continue to monitor the Council's position in this area.

A motion that had been brought before Council by Councillor R. Hunter was discussed during the meeting and Members requested that he attend the next meeting of the Group, due to be held on 16th December 2020, to understand the motion in more detail.

The Chairman asked if there were any further comments for the Board and it was noted that if the Council made a decision to not provide a service during the pandemic there would be no remuneration from Central Government. However, it was confirmed that if closures were mandatory, then remuneration would be made.

RESOLVED that the update in respect of the Finance and Budget Working Group be noted.

55/20

TASK GROUP UPDATES

- a) Equalities Task Group – Chairman, Councillor P. McDonald

In the absence of Councillor P. McDonald the Senior Democratic Officer presented this update and highlighted to Members that there had been two meetings of the Task Group since the last meeting. Members were informed that attendees included the Policy Manager and a Union Representative. Members were advised that the report was in the process of being completed in readiness for the February Board meeting.

b) Impact of Review of Library Services Task Group – Chairman, Councillor S. Colella

Councillor S. Colella gave a verbal update in respect of this item and informed Members that the group had met once since the last meeting of the Board and were due to meet on 15th December 2020. Councillor L. Hodgson Cabinet Member with responsibility for Communities at Worcestershire County Council (WCC) had been invited to this meeting to provide further context of the new countywide Library Strategy.

c) Impact of Flooding in the District Task Group – Chairman, Councillor R. Hunter

Councillor R. Hunter updated the Board regarding the Task Group and informed Members that during previous meetings there had been an opportunity to interview officers from Bromsgrove District Council, North Worcestershire Water Management and WCC. Members were advised that officers from Severn Trent had been invited to the next meeting which was due to be held on 10th December 2020.

RESOLVED that the verbal updates in respect of the Task Groups be noted.

56/20

WORCESTERSHIRE HEALTH OVERVIEW AND SCRUTINY COMMITTEE - UPDATE

Councillor J. Till presented the update from the Worcestershire Health Overview and Scrutiny Committee (HOSC) and advised the Board that there had been a meeting held on 16th November 2020. Health Partner representatives were in attendance at the meeting and the Covid-19 vaccination programme was discussed in detail. Also discussed at this meeting was the Restoration Plan for the NHS post Covid.

Councillor J. Till undertook to circulate to the Board any information or minutes received.

RESOLVED that the verbal update in respect of the Worcestershire Health Overview and Scrutiny Committee be noted.

57/20

CABINET WORK PROGRAMME

The Senior Democratic Services Officer presented the Cabinet Work Programme and drew Members' attention to the following items which were already included on the Board's Work Programme:

- Final Council Tax Support Scheme
- Homelessness, Flexible Homelessness Support and Homelessness Reduction Grants 2020/21
- Fees and Charges - this item was to be included in the Finance and Budget Working Group work programme and would be brought to the main Overview and Scrutiny Board if there was anything that needed to be further scrutinised.

RESOLVED that subject to the preamble above the Cabinet Work Programme be noted and that the Overview and Scrutiny Board's Work Programme for 2020-21, be updated to include the items discussed and agreed during the course of the meeting.

58/20

OVERVIEW AND SCRUTINY BOARD WORK PROGRAMME

This item was discussed as part of the previous item.

The meeting closed at 8.18 p.m.

Chairman

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BROMSGROVE DISTRICT COUNCIL

Adoption of revised Worcester and Birmingham Canal Conservation Area Appraisal and Management Plan

Cabinet

13th January 2021

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 Conservation Area Appraisal 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 Management Plan provides a strategy for the management of the conservation area in a way that will protect and enhance its character and appearance.
- 1.3 Having obtained the Cabinet members' support for the draft Appraisal and Management Plan, full consultation with local residents and other interested parties was carried out between 30th September and the 11th November 2019.
- 1.4 A range of views were expressed largely in respect of the appraisal and the historical sections. Most of the comments came from the Canal and River Trust (CRT) and The Worcester, Birmingham & Droitwich Canals Society (the Canal Society), and their detailed knowledge of the Canal and its development has proved very useful and informative.

2. RECOMMENDATIONS

- 2.1 **That the Cabinet approves the Worcester and Birmingham Canal Conservation Area Appraisal and Management Plan and endorses its contents as a material consideration for planning purposes.**

3. KEY ISSUES

Financial Implications

Adoption of revised Worcester and Birmingham Canal Conservation Area Appraisal and Management Plan

Cabinet

13th January 2021

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

Legal Implications

- 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 Guidance in relation to the designation, preservation and enhancement of conservation areas are contained in the National Planning Policy Framework (NPPF) and National Planning Policy Guidance (PPG) as outlined in the Character Appraisal and Management Plan.

The NPPF states that

186. When considering the designation of conservation areas, local planning authorities should ensure that an area justifies such status because of its special architectural or historic interest, and that the concept of conservation is not devalued through the designation of areas that lack special interest.

The PPG states that

Local planning authorities need to ensure that the area has sufficient special architectural or historic interest to justify its designation as a conservation area.

- 3.4 The architectural and historic significance of the area, including the additions and proposals for managing them, are set out in the Appraisal and Management plan, as stated above.
- 3.5 Designation of conservation areas have planning consequences, some of which are outlined in the Appraisal and Management Plan, which include controls over trees in the area, more restrictions on permitted development rights and advertisements rights, and the duty to pay attention to the historic and archaeological significance of the area when considering the grant of planning permission and the duty to formulate proposals to enhance and preserve the conservation areas

Adoption of revised Worcester and Birmingham Canal Conservation Area Appraisal and Management Plan

Cabinet

13th January 2021

- 3.7 The proposed Appraisal and Management Plan and the conservation area designation do not engage the Human Rights Act 1998 in a way which is contrary to the law.
- 3.8 The character appraisal identifies the factors and features which make the conservation area special, based on an in-depth assessment of the 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.
- 3.9 The residents of the Conservation Area, as well as a number of other interested parties including the Parish Councils, the CRT, the Canal Society, The Inland Waterways Association and Historic England were notified by letter and email of the consultation. The letters and emails provided information on how to view copies of the Appraisal and Management Plan, details of the two consultation events, as well as how to contact the Conservation Officer to discuss the document or seek further information. Posters were also displayed on the Canal.
- 3.10 Two consultation events were held the first at the CRT offices at Tardebigge Wharf and the second on a Saturday morning at Bromsgrove Library. The events were attended by 16 people.
- 3.11 Five responses were received, three from residents in addition to responses from the Canal Society and the CRT.
- 3.12 The comments together with a response from the Conservation Officer where appropriate, are tabulated in Appendix 2. The majority of comments received were in respect of the historical sections, and the appraisal has benefitted from the detailed knowledge of the CRT and the Canal Society.
- 3.13 Both the Canal Society and the CRT queried why some 'bywash' areas (the weir and culvert system allowing excess water in a pound to bypass the lock chamber) were excluded. Referring to the original designation map showed that these areas had originally been included, but the plan had been poorly replicated over the years. The map has therefore been revised to more accurately reflect the original designation map.

Customer / Equalities and Diversity Implications

- 3.23 The Strategic Planning team has carried out a public consultation exercise to gather views on the draft appraisal and management plan in respect of the Worcester and Birmingham Canal Conservation Area. Consultation letters were

Adoption of revised Worcester and Birmingham Canal Conservation Area Appraisal and Management Plan

Cabinet

13th January 2021

sent to every resident who currently lives in the conservation areas informing them of the dates for the public consultation events, how to access the documents online and how to obtain further information. Hard copies were made available at the consultation events and at Parkside. The deadline for comments was 11th November 2019. The public consultation has been carried out in line with current legislation and adopted standards contained in the Bromsgrove District Council Statement of Community Involvement. The result of this consultation can be seen in Appendix 2.

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 Management Plan

Appendix 2 – Worcester and Birmingham Canal CAAMP Consultation Comments

6. BACKGROUND PAPERS

<https://historicengland.org.uk/images-books/publications/conservation-area-appraisal-designation-management-advice-note-1/heag-268-conservation-area-appraisal-designation-management/>

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Agenda Item 5
WORCESTER AND
BIRMINGHAM CANAL



CONSERVATION AREA DRAFT
CHARACTER APPRAISAL AND
CONSERVATION MANAGEMENT
PLAN

NOVEMBER 2020



BROMSGROVE DISTRICT COUNCIL

PLANNING, REGENERATION & LEISURE SERVICES
STRATEGIC PLANNING AND CONSERVATION

Page 29



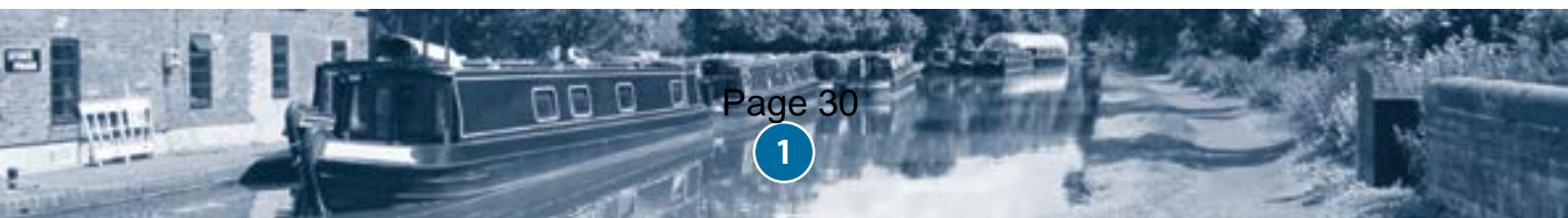
Bromsgrove
District Council

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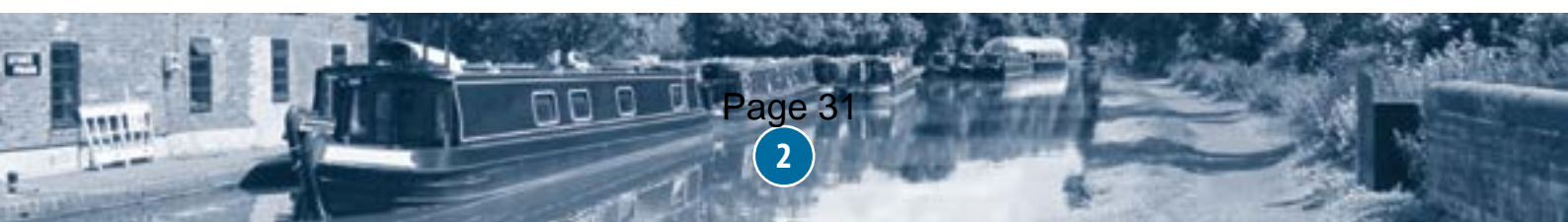
Maps 4A & 4B Lock 29 to Bridge 47

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

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

Maps 7A & 7B Bridge 42 to Astwood Lane
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Please note this is a draft version of the Worcester and Birmingham Canal 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



PART 1 CHARACTER APPRAISAL

1.0 INTRODUCTION

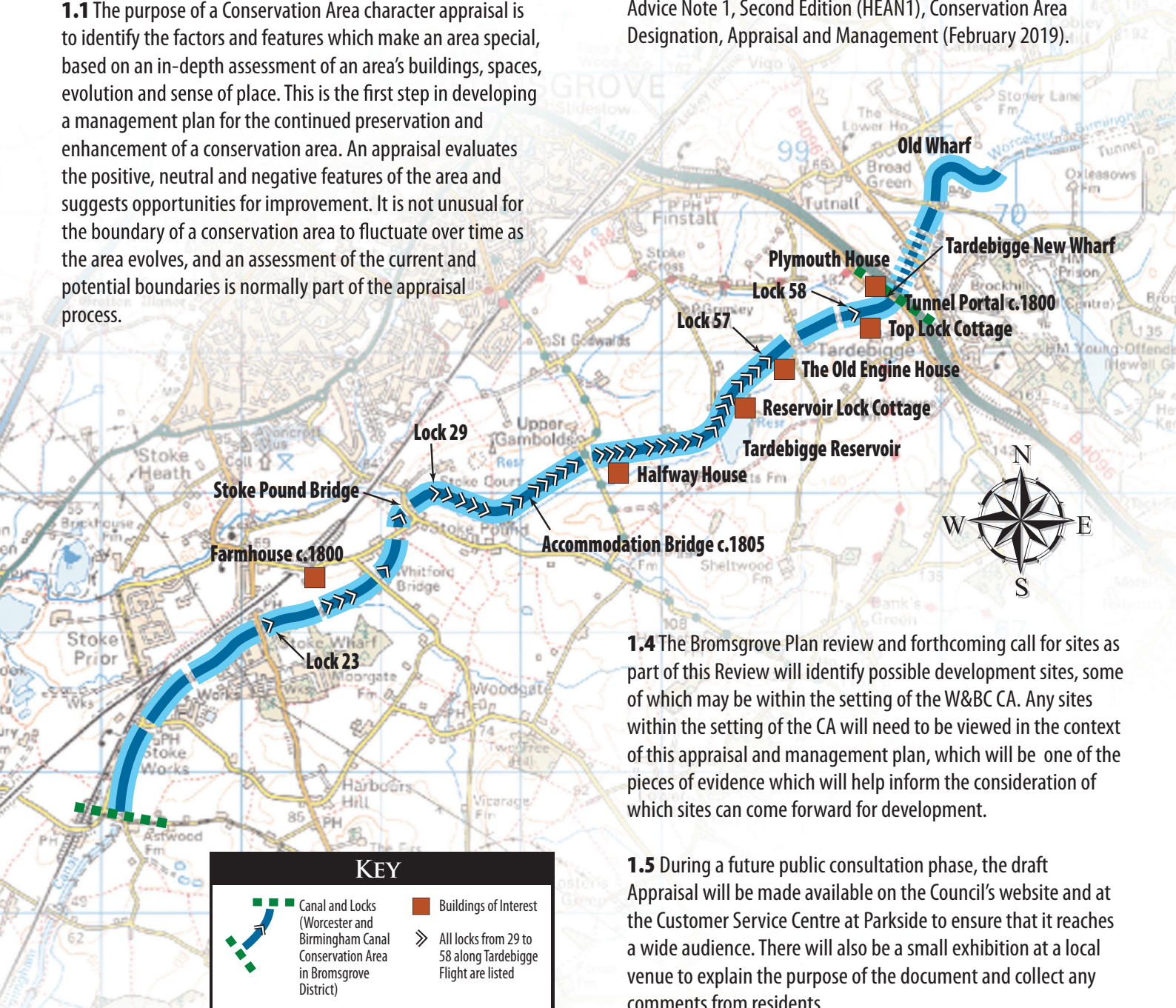
1.1 The purpose of a Conservation Area character appraisal is to identify the factors and features which make an area special, based on an in-depth assessment of an area's buildings, spaces, evolution and sense of place. This is the first step in developing a management plan for the continued preservation 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.



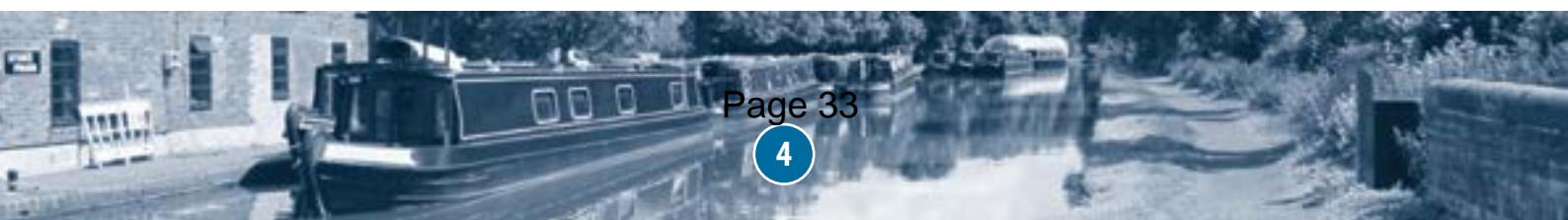
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2.0 PLANNING POLICY FRAMEWORK

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.



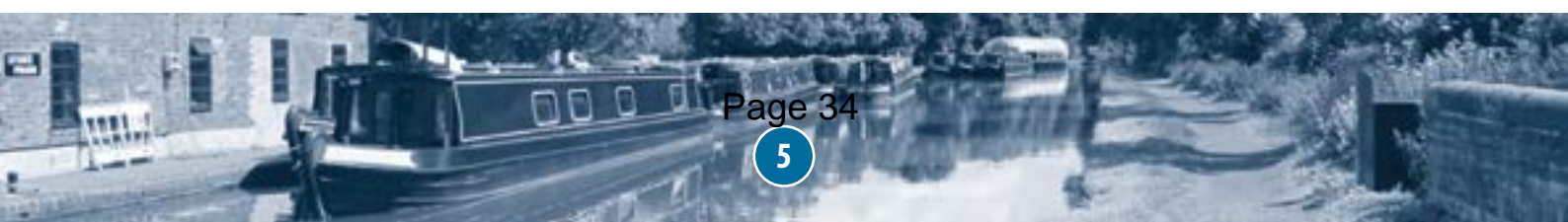
A section of the Tardebigge Flight

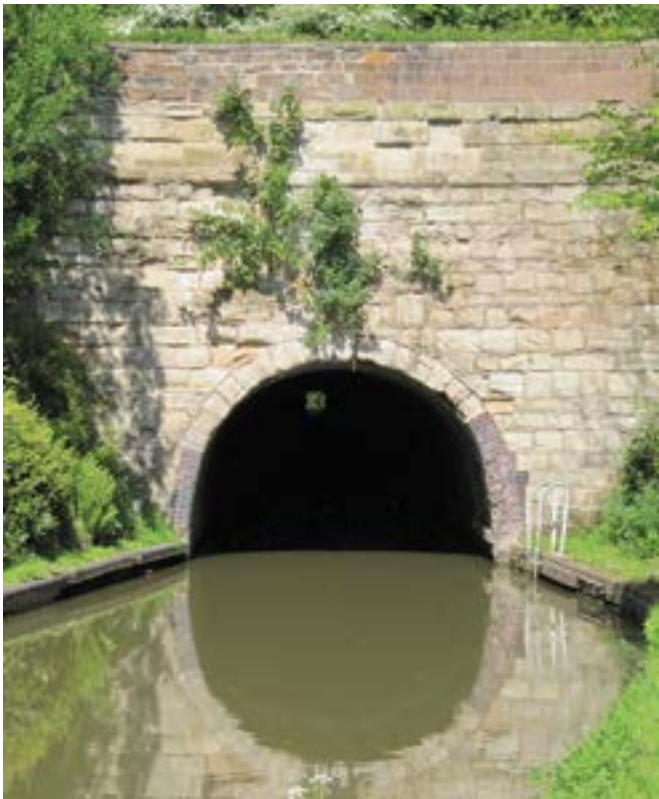
- Many of the original features of the Canal including wharves, warehouses and associated buildings, bridges, locks and lock keepers cottages, have been retained. Buildings at both Tardebigge and Stoke Wharves are still in canal related uses. The lock cottages and other residential buildings, despite 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 of Tardebigge Tunnel

- 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.
- 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.



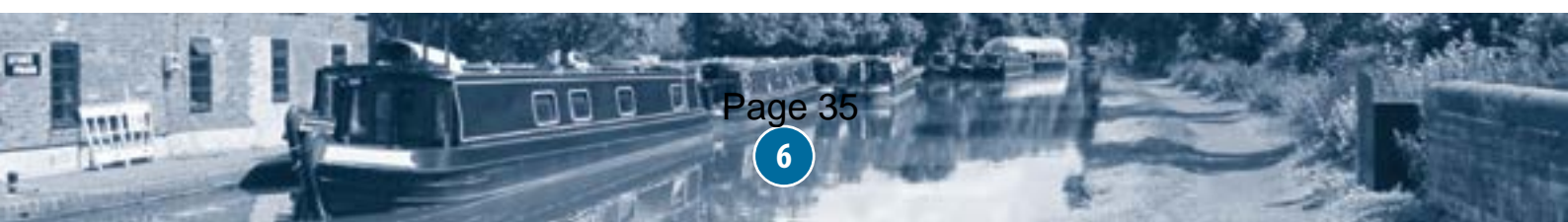
An enclosed section of the Canal

- The Inland Waterways Association was founded following an informal discussion in 1945 between LTC Rolt (author of *Narrowboat*) and Robert Aickman held on board Cressy, Rolt's narrowboat while it was birthed at Tardebigge.

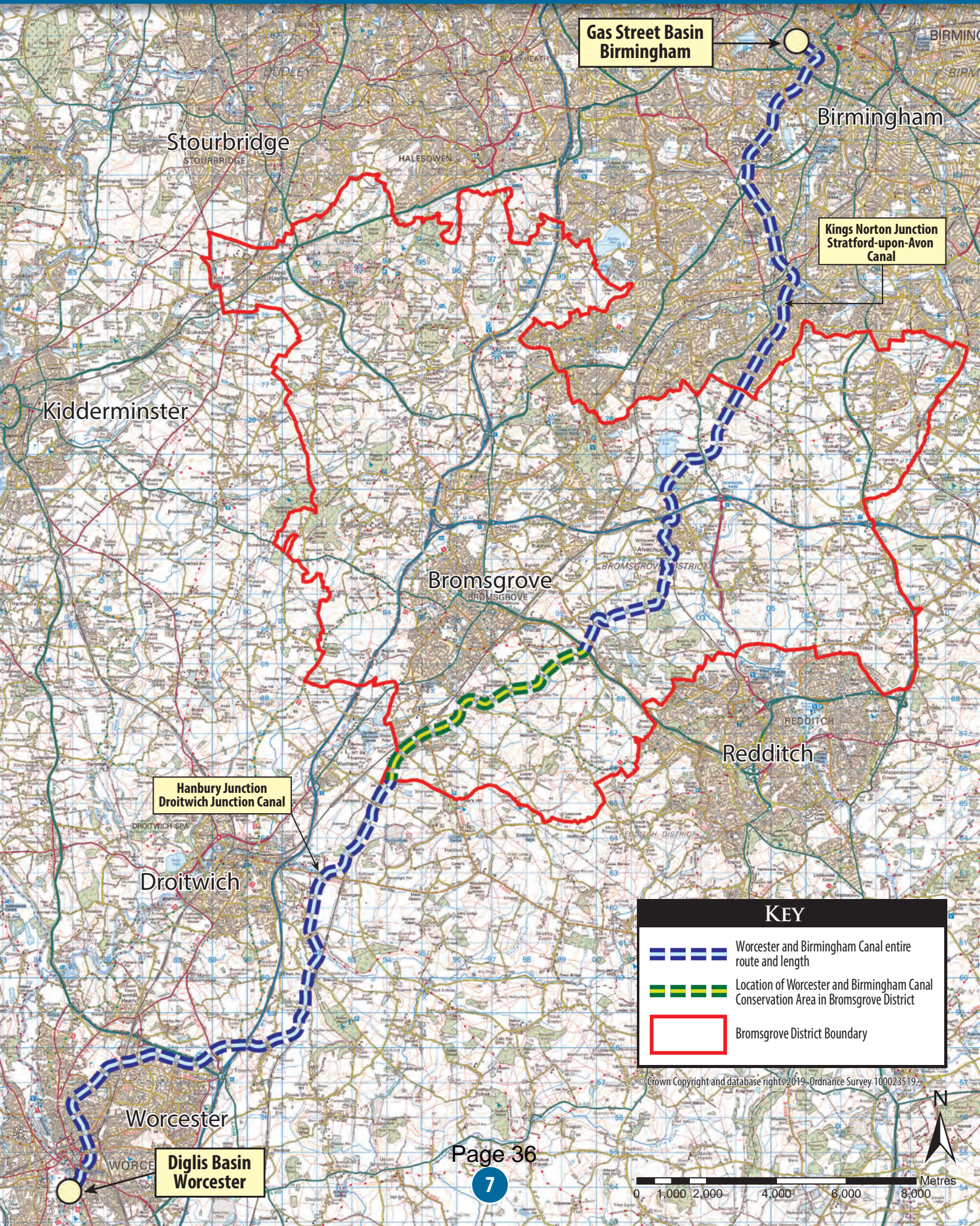


Memorial of the meeting at Tardebigge which led to the founding of the IWA

- 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.



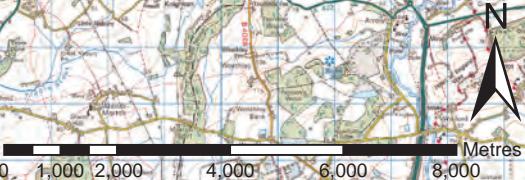
WORCESTER AND BIRMINGHAM CANAL MAP SHOWING LOCATION OF CONSERVATION AREA WITHIN BROMSGROVE DISTRICT, INCLUDING ENTIRE ROUTE AND LENGTH



KEY

- Worcester and Birmingham Canal entire route and length
- Location of Worcester and Birmingham Canal Conservation Area in Bromsgrove District
- Bromsgrove District Boundary

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4.0 ASSESSMENT OF SPECIAL INTEREST

4.1 General Character, Location and Uses

The Worcester and Birmingham Canal runs for 30 miles (see location map on page 7) 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/North East 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 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 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.



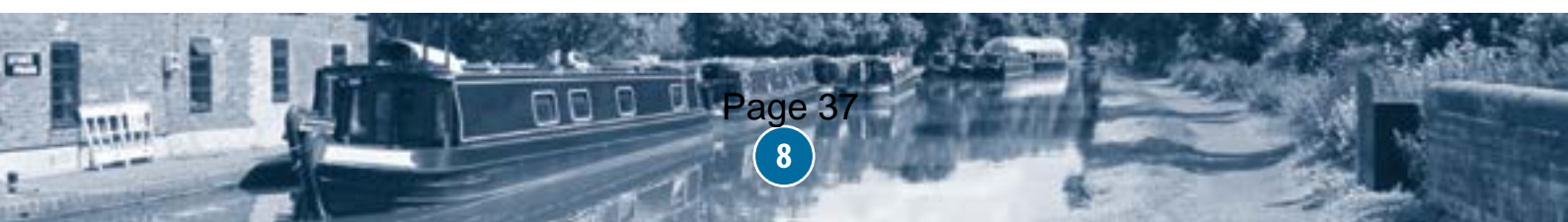
Tardebigge Basin



The Reservoir



Stoke Pound





Stoke Wharf



Restricted views as a result of trees and hedgerows



Properties along the Stoke Works stretch of the Canal

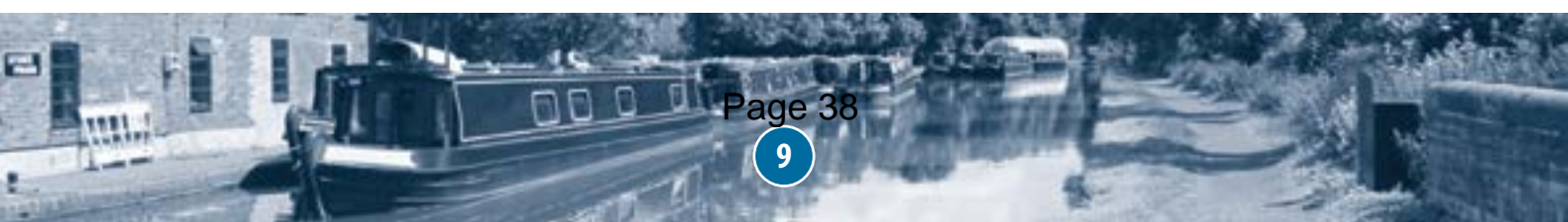
The setting of the CA is predominantly rural with some distant views of parts of Bromsgrove and occasionally the spire of St John's, but with countryside in between. At other times long views are prevented by the hedgerows and trees, giving a strong sense of enclosure. This is particularly true on the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

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





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



Lock keepers cottage, Stoke Pound



Stoke Works

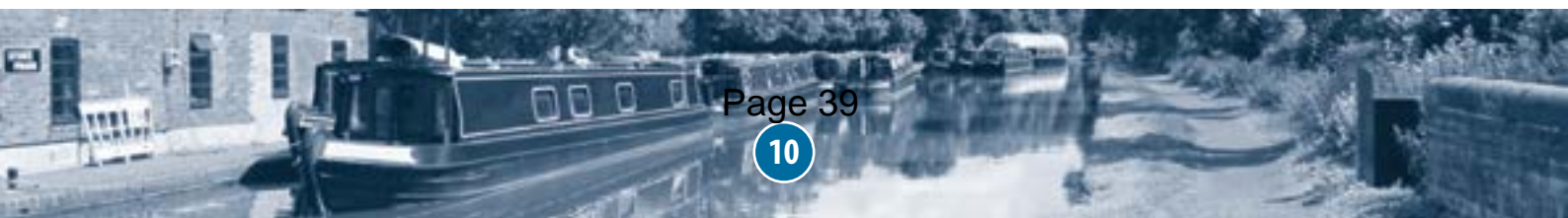


Holiday business at Stoke Wharf

Within the Conservation Area the main uses are predominantly residential or related to the Canal. This includes the CRT 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.



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. Although the first two locks at the Worcester end are broad to enable barges to enter the basin from the River Severn to allow the transhipment of cargo. 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, accommodation and stabling.

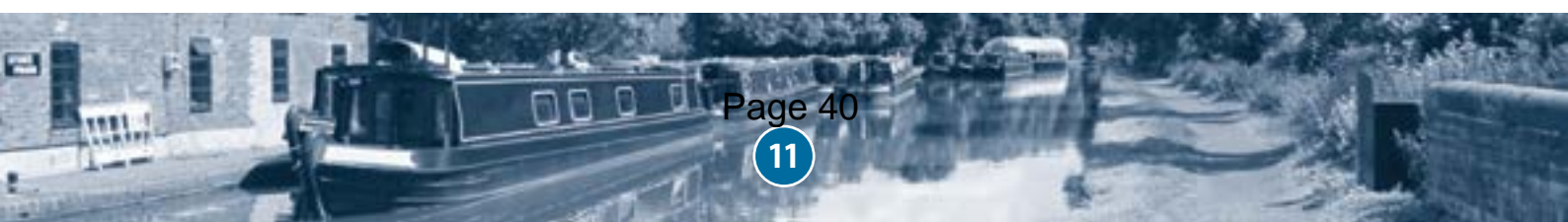
As a result of the success of this early stretch of the Canal, the Committee decided to continue southwards. In 1792 John Snape had amended his earlier plan of 1789 and reduced the route by around two miles. The reduction in length was to be achieved by tunnelling rather than following the contours of the land in places including at 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 decided to use locks instead of a lift as plans for three supply reservoirs, with possibly four more were viable as there was plenty of surplus floodwater available on the River Rea, at summit level. 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. The location of the boat lift is indicated by a Transport Trust, Transport Heritage plaque adjacent to Top Lock Cottage.



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.

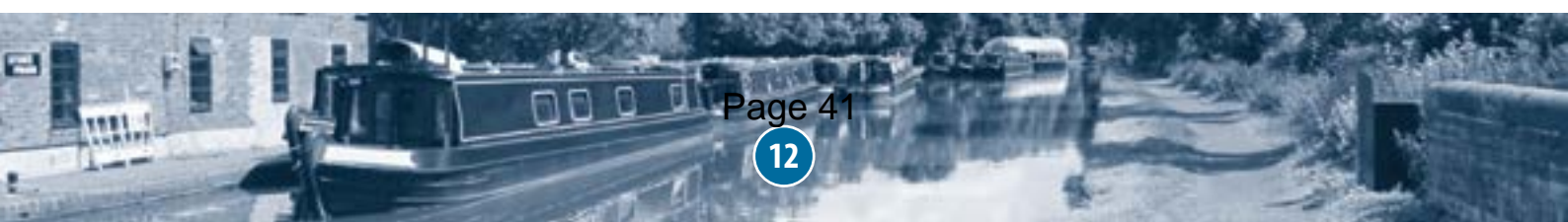
In the 1830s rock salt deposits were discovered at Stoke Prior and salt transportation provided an important income for the Canal.

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.



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.



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.

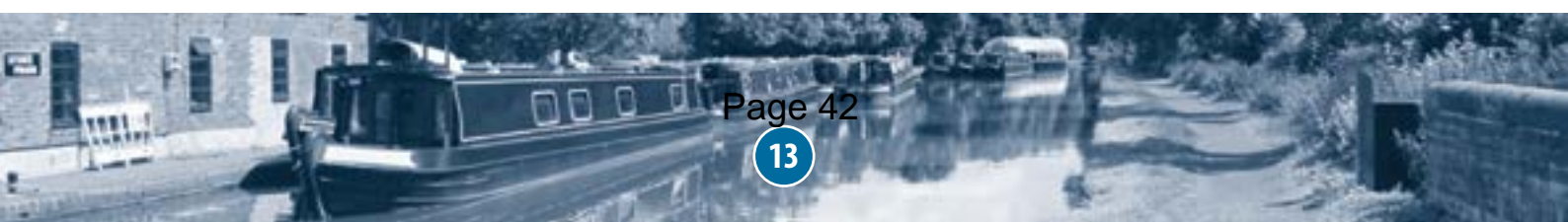
LTC Rolt's book 'Narrowboat', published in 1944 generated a huge amount of interest in the country's neglected canal network. Interestingly this book, which was based on a canal journey around the canals of the Midlands, but not the W&B, on the eve of the Second World War, indicates that even at this time the canals were still being used for commercial traffic, as they were throughout the war. This book prompted Robert Aickman in 1945, to visit Rolt on his boat Cressy then moored at Tardebigge New Wharf. Rolt and Aickman then went on together with Charles Hadfield to establish the Inland Waterways Association (IWA) in 1946. 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.



A section of Tardebigge Flight looking in a north easterly direction with Reservoir Cottage on the right



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 soft red bricks and stone were used. Blue bricks were introduced from the 1840s. The technology for firing these harder bricks did not exist at the time of construction. 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 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.

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.

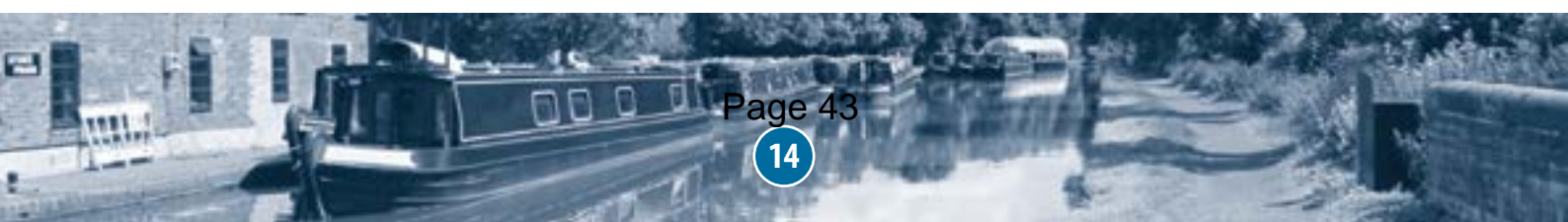


Crisp stone edging to the canal



Softer edge to the canal especially on the off side

This lock was originally operated with a side pond into which water from the top half was diverted before refilling the bottom half, thus saving half a lock of water. The disused side pond forms the garden to the Top Lock Cottage. 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. Apart from the deep top lock all the other 57 locks on the canal provide a 6 foot change in level.





Lock 58, emptied for repairs



Bottom Lock in the Tardebigge Flight

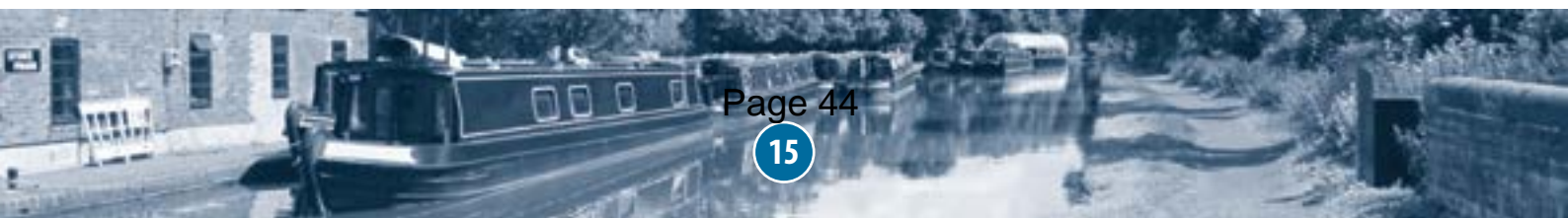
All the locks are narrow pound locks, accommodating a single boat, 7 feet in width and 70 feet in length. They consist of a rectangular chamber of brick, originally finished with flat stone copings, although now there is a mixture of stone, concrete and brick. Heavy wooden gates, single at the head and a mitred pair at the tail, are 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 handworked by paddle gear mounted on a stand in the ground nearby.



Typical Lock

The filling and emptying of the lock chamber is controlled by paddles. Originally the W&B locks had ground paddles at both the head and tail. In the 1880s the ground paddles at the tail were replaced with gate paddles with the gearing mounted on an iron stand on top of the gate. The design of this tail gate paddle gear is unique to the Worcester & Birmingham Canal. Excess water in the pound above a lock is diverted over a weir or bywash into a culvert bypassing the lock. These are usually found on the non-towpath side but at Lock 27 at Whitford Bridge it is located behind the towpath.

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 CRT 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

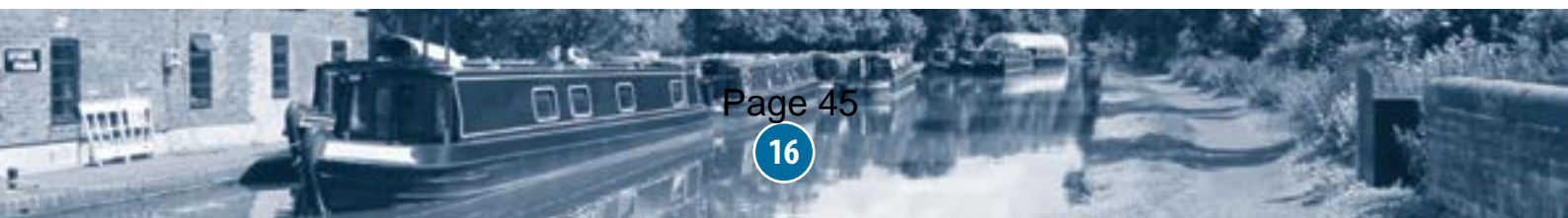
The majority of bridges are constructed in red brick, generally locally made, elliptical in shape with a brick string course topped with sandstone coping stones. Blue bricks have been used on the edges of the arch adjacent to the towpath and on the off side, harder than the soft red bricks used in the 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.

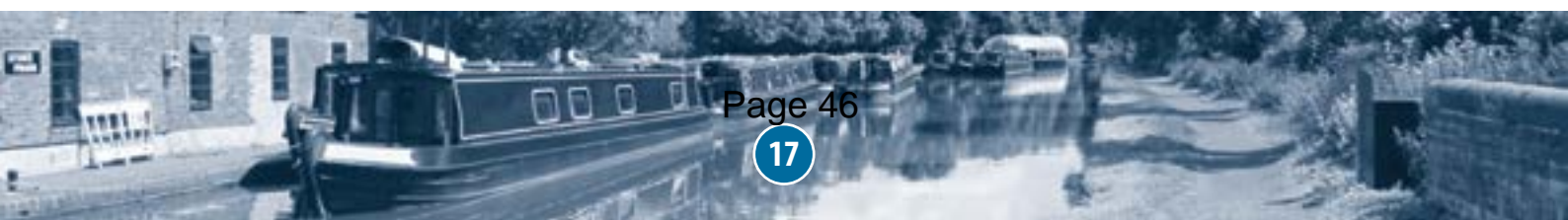


Towpath

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.



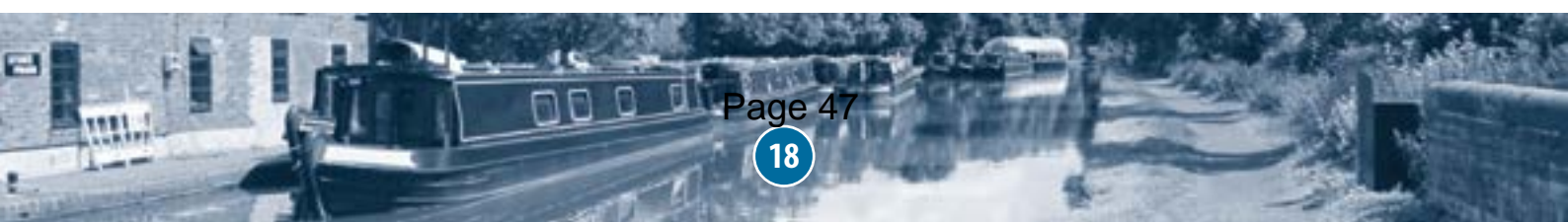
Site of the Braziers Wharf adjacent to Lock 41

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 canal-side 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.

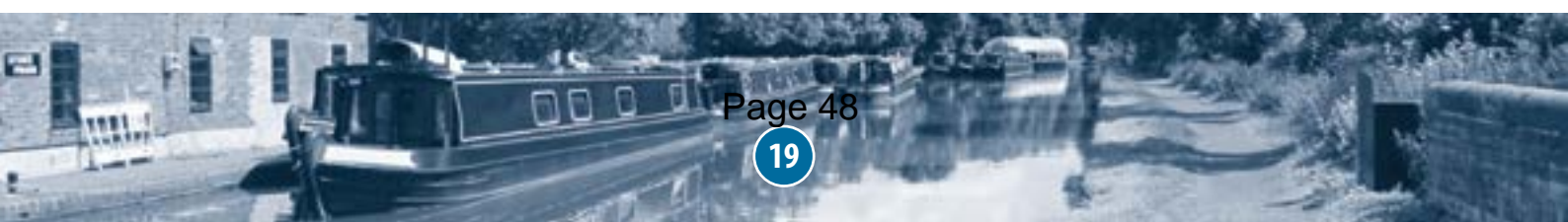
Some stretches of the canal are lined with hedgerow and trees on both sides, creating a sense of enclosure. Other stretches are more open notably to the west/north side giving views over fields or where the topography permits long distance views of Bromsgrove and beyond to the Clee Hills and Malvern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

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 Clee 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.



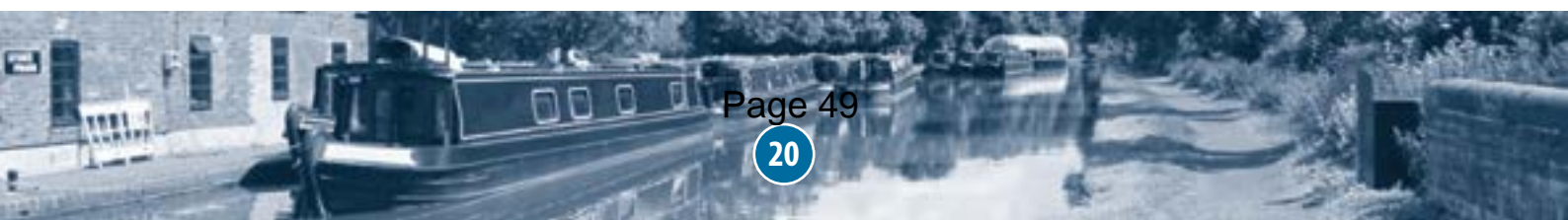
Clee Hills

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.



Clent Hills





Tardebigge Flight from Bridge 51



Typical rural view

4.7 Green spaces, trees and habitat value

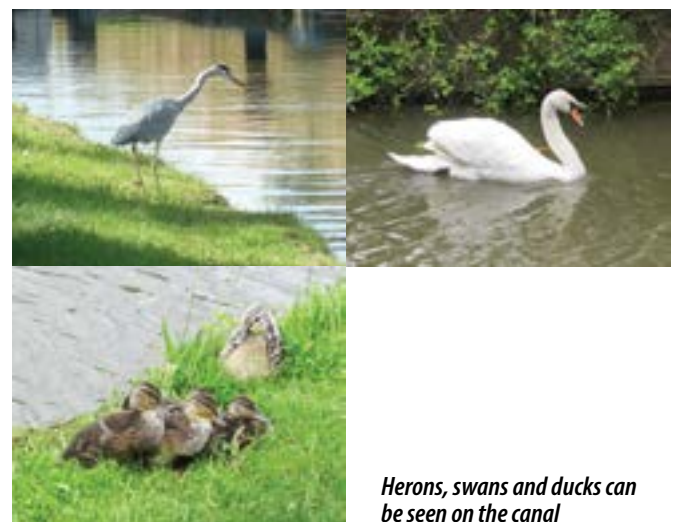
The Canal forms a continuous green corridor for its entire length. The towpath is formed of an earth/stone path with grass verges on either side. For most of its length there is extensive hedgerow and numerous trees running along both boundaries, particularly where the extent of the CA comprises just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

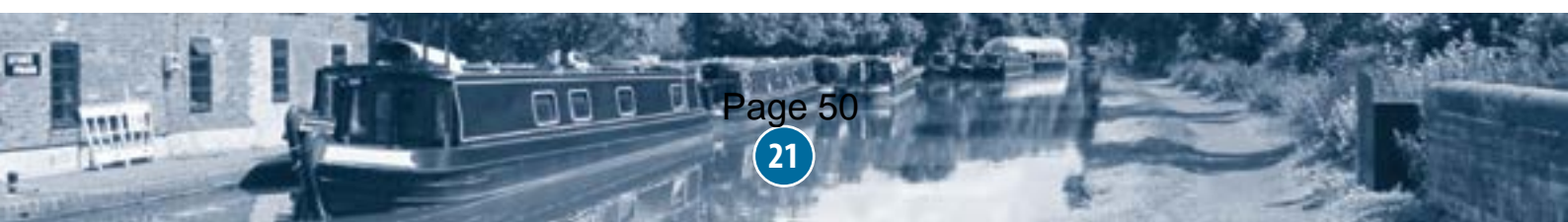


View of Top Lock cottage and St Bartholomew's from Alcester Road

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.



Hérons, swans and ducks can be seen on the canal



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, Shortwood and Wast Hill 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.

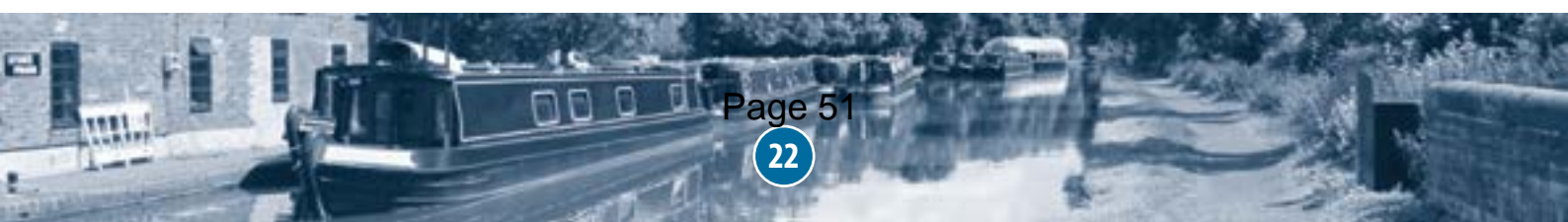
Between 1908 and 1911 the SND company maintenance department moved its stores and plant from Stoke Wharf to new buildings at Tardebigge New wharf. The buildings were constructed in the south west corner of the wharf adjacent to the canal basin. They comprised the main machine and carpenters shop, stables 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

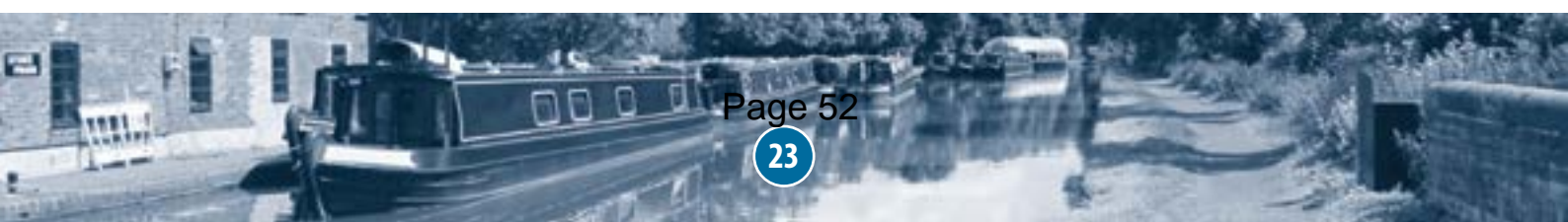
This is located to the north of the stables. Like the other maintenance buildings it is single storey constructed in English bond with blue headers and red stretchers, as the workshops facing the Canal. The building has a sawtooth roof to four bays facing the former canal arm, now a dry dock. The east 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.

Lime Kilns

On the north side of the basin there are a row of five "flare" or "draw" kilns, the first three dating from 1811 with two added at a later date. Fuelled with coal brought along the canal to the wharf, they burnt limestone probably for mortar and agricultural fertiliser, from Dunhampstead and Himbleton. Possibly the best example standing in Worcestershire.

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 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.



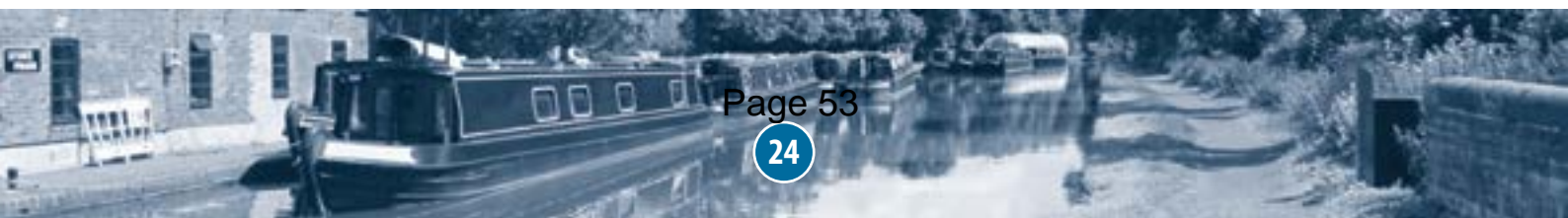
Wharf Cottage



The Machine House to the right

There is a single storey outshute 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 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.

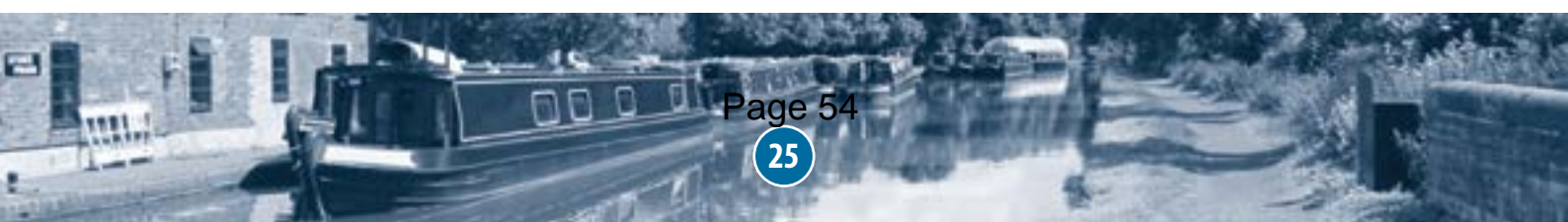
Plymouth House (Listed Grade II)

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 discussion in 1945 which led to the founding of the Inland Waterways Association in 1946.



The Inland Waterways Memorial

Permanent moorings

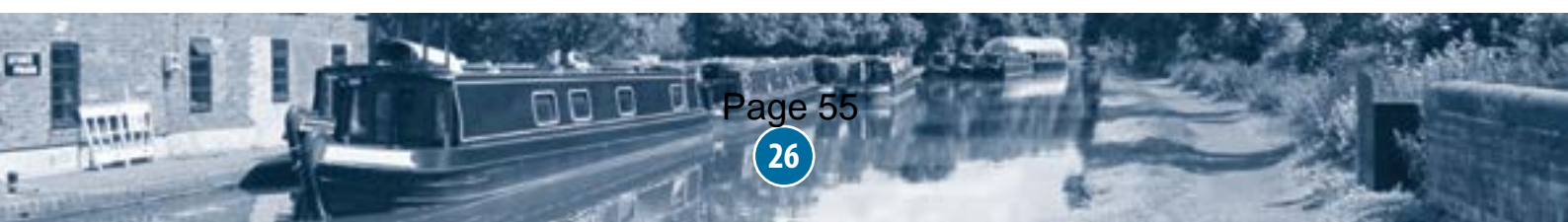
To the south west of Lock 58 are some permanent moorings, which has resulted in some domestic paraphernalia on the bank.

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

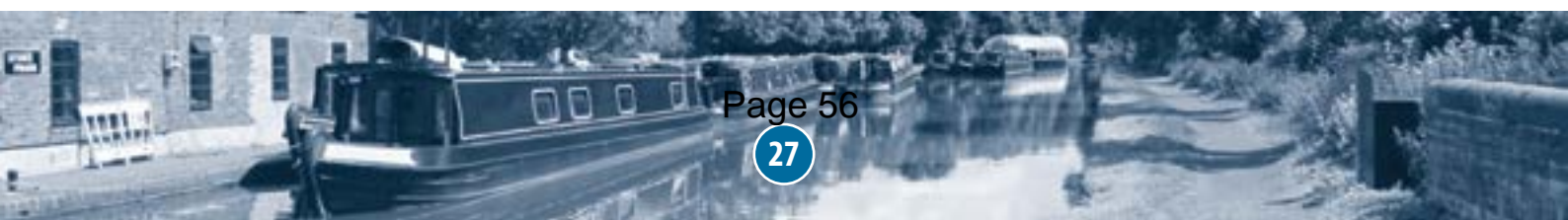


Zoomed shot

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.



View to Tardebigge Wharf from Top Lock



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.

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.



Bridge 55

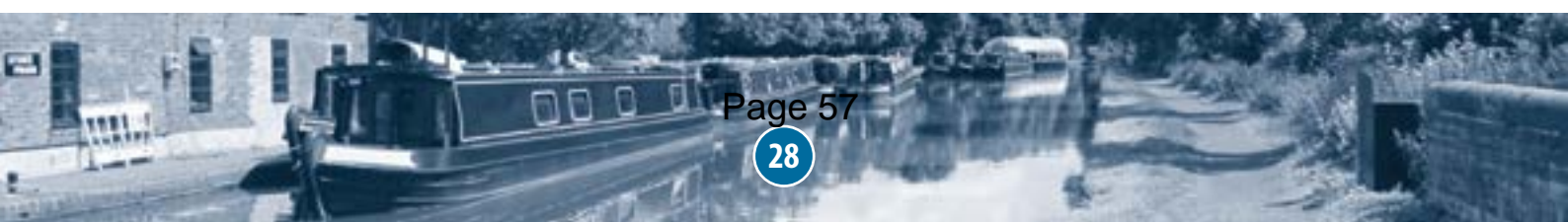
By this point on the Canal the sound of traffic which was very much in evidence around Tardebigge Wharf, from the Alcester Road and the A448, has disappeared replaced by birdsong and running water, again emphasising the rural location.



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.

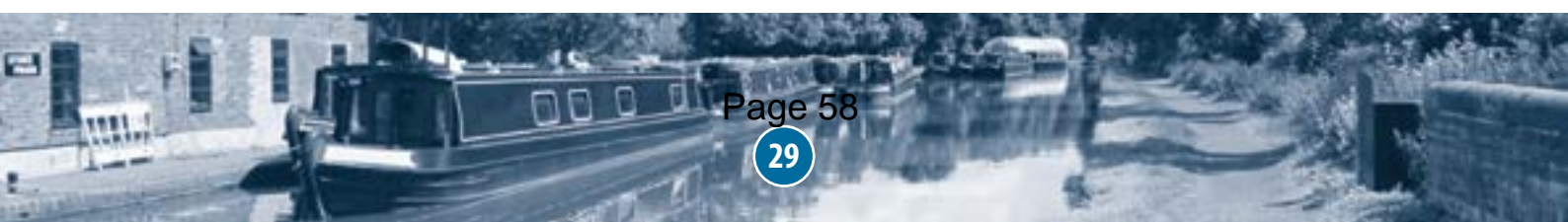
There are views of the Engine House and cottage, nestled into a rural setting from London Road, looking north west, where it forms a striking feature in the landscape.



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/north west with no long views beyond.



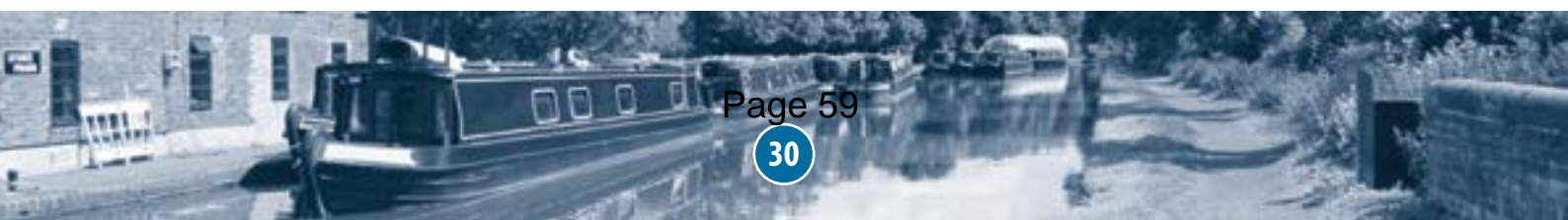
View around Locks 54 and 53 to west/north west

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 used by Patchetts Farm to load and unload agricultural produce and lime based fertilisers.





Site of Patchett's Farm Wharf



View towards Bromsgrove from Reservoir embankment



View towards St Bartholomew's from the reservoir

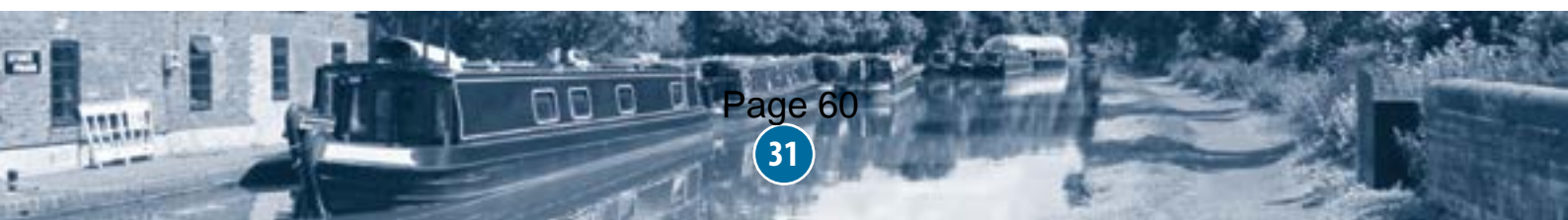


Zoomed view

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.

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 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.

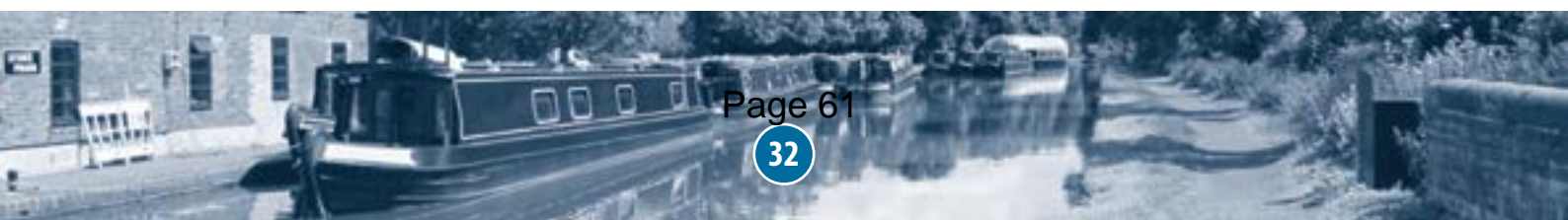
On the off side of the Canal between locks 41 and 42 at Upper Gambolds Lane was Halfway Wharf. It was occupied by the Bromsgrove building firm Braziers from the late 19th century until the 1920s, and was used for the unloading and storage of bricks and other building materials from canal boats, before 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.

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.

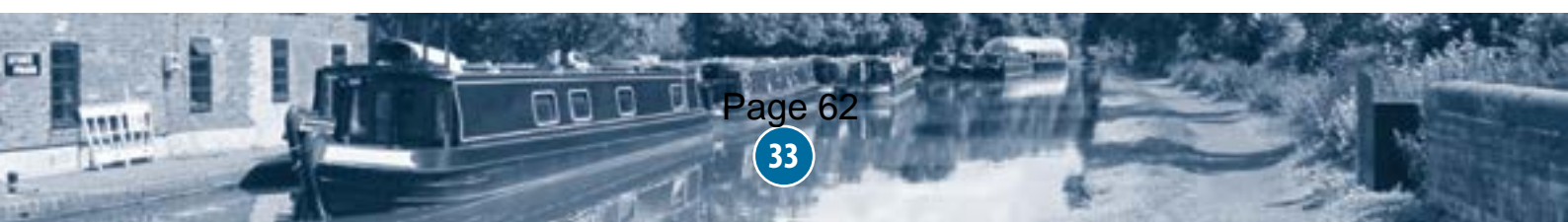


View from Lock 51, looking south west

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. It is a lock tail end bridge with special significance, having been designed to allow the towing line to pass through the gap when the horse pulled a boat out of the lock without having to unhitch. 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.



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 a 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.

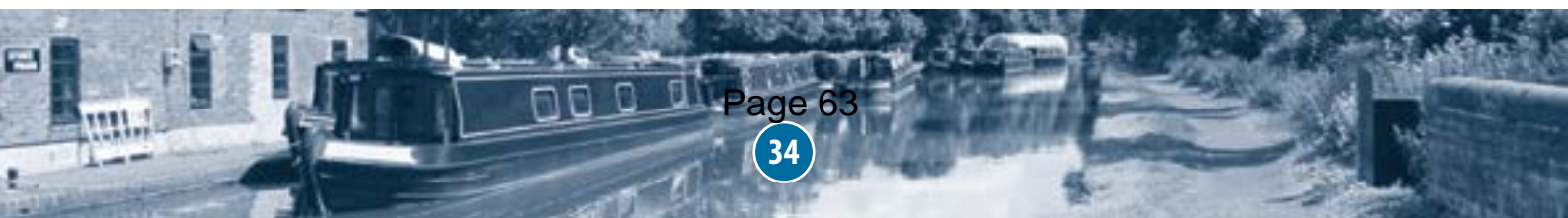


View from Lock 32

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 been left in unpainted brick.



Tardebigge 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. John Bate, a blacksmith, who had also been a licensee of the Red Lion in Bradley Green moved to the Queen's Head around 1869. He continued to work as a blacksmith setting up his workshop and forge on the wharf behind the Inn which became known as Bate's 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.

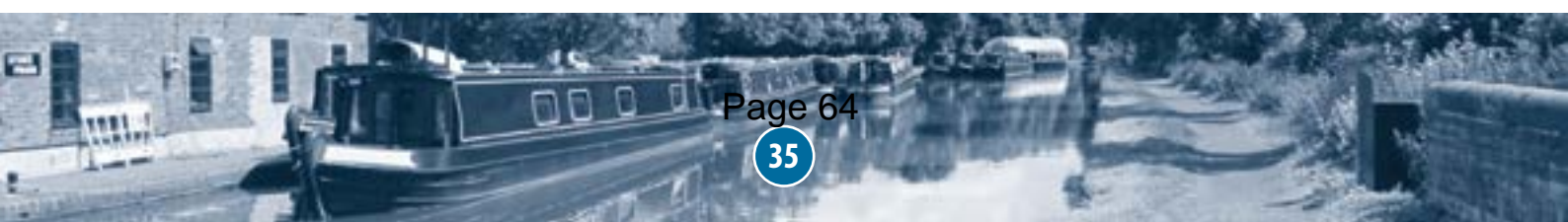


Copyholt Lane

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.

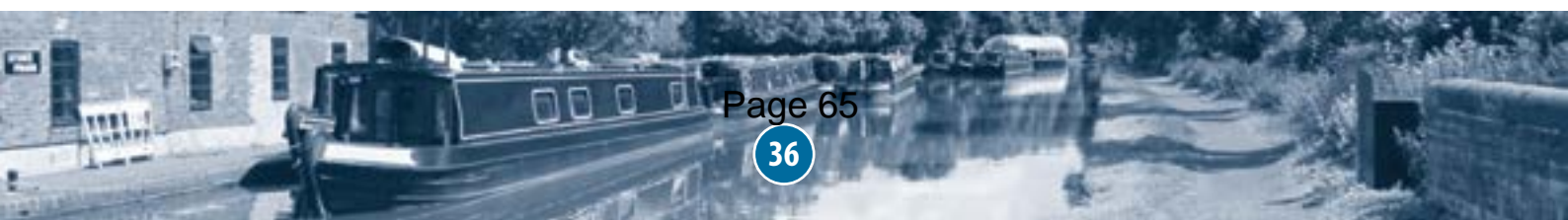


Cottage, Copyholt Lane

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.



A typical rural view on this stretch

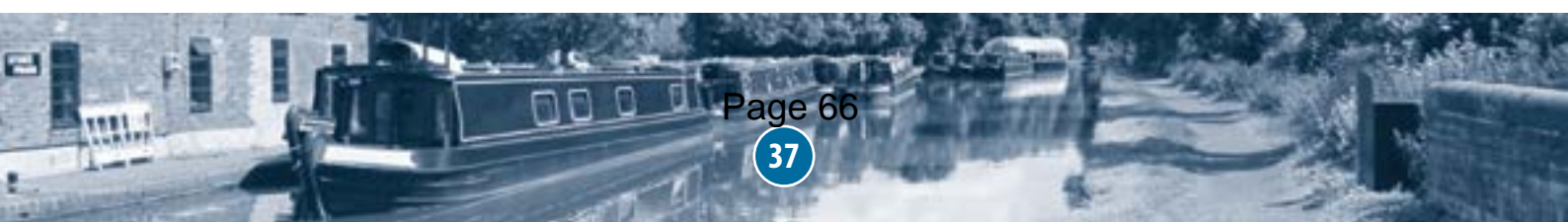


Another typical rural view on this stretch

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.

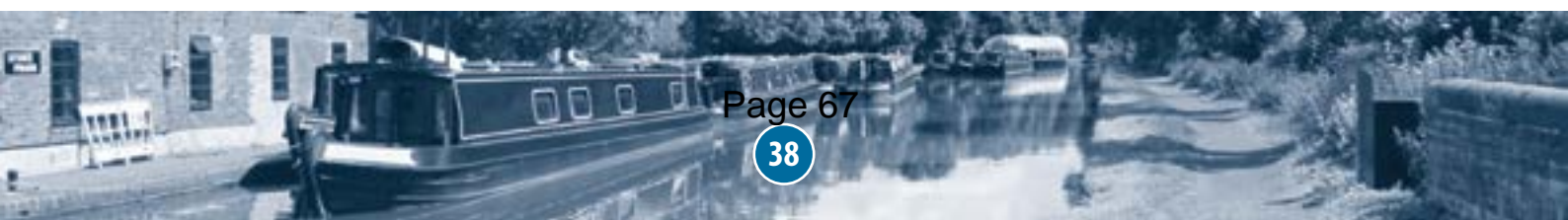


Canal cottage gate and doorway

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 countryside in these directions, with views of isolated buildings in the distant foreground.



Canal cottages adjacent to Whitford Bridge





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. This woodland was planted by the Harris Brush Company to supply wood for brush handles to their nearby works. 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.



Rural views along this stretch of the canal

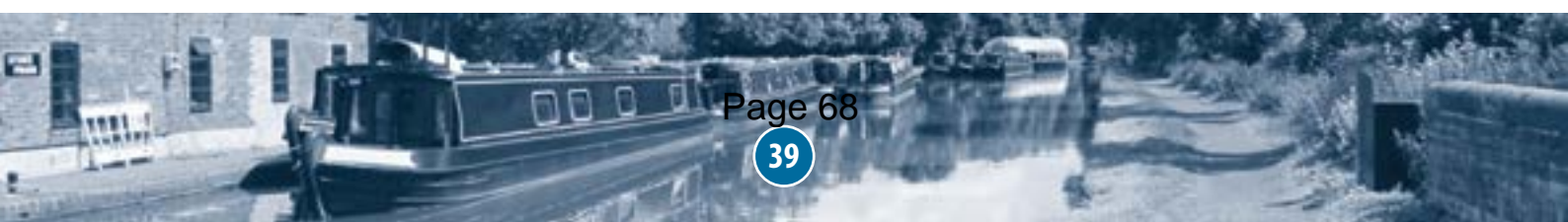
Trains are also visible on the railway line to the north/north west, which is beginning to converge with the Canal. In addition from Lock 25, looking west are the twentieth century houses on Hanbury Road, one of the few indications from the Canal that a larger settlement may be nearby, although these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



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.



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



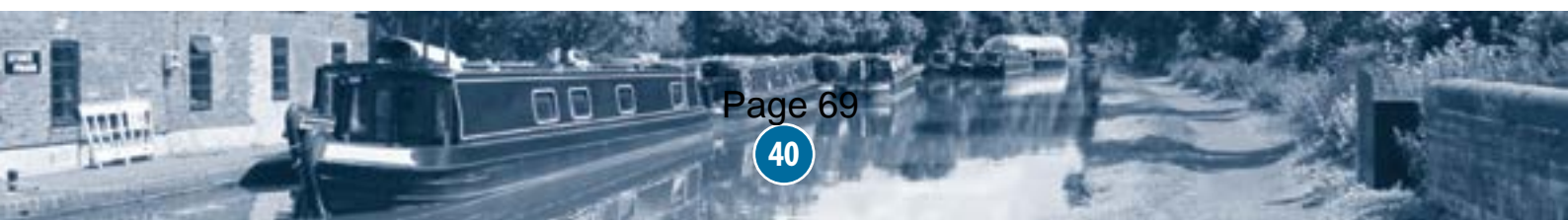
Stoke Bottom Lock

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.

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





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

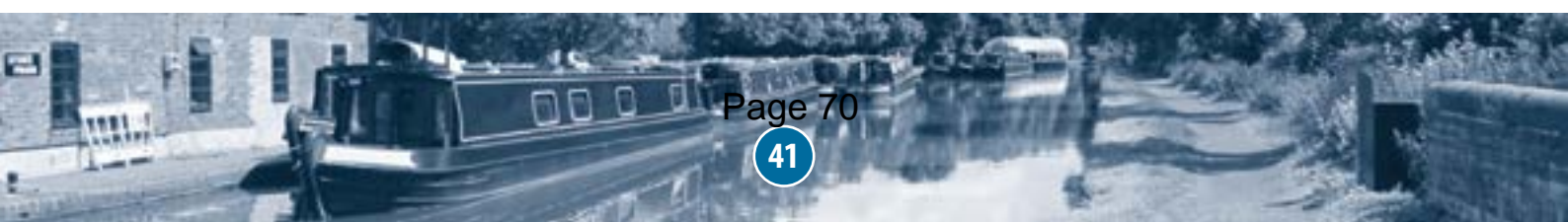
Along the Hanbury Road, the five houses of Navigation Row were built in 1849 for canal employees, usually a lock keeper and maintenance men and their families. Although simple workers cottages, constructed in brick beneath pitched slate roofs, interest has been added with the use of red headers and blue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



Navigation Row construction date



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.

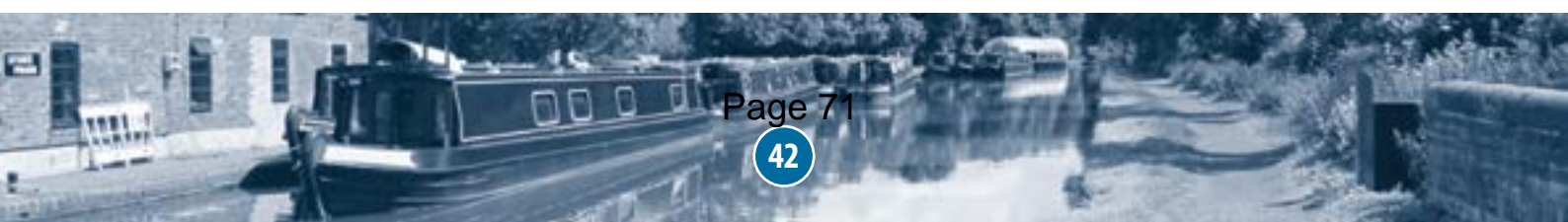


View along Hanbury Road looking north west at Bridge 44



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 users 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

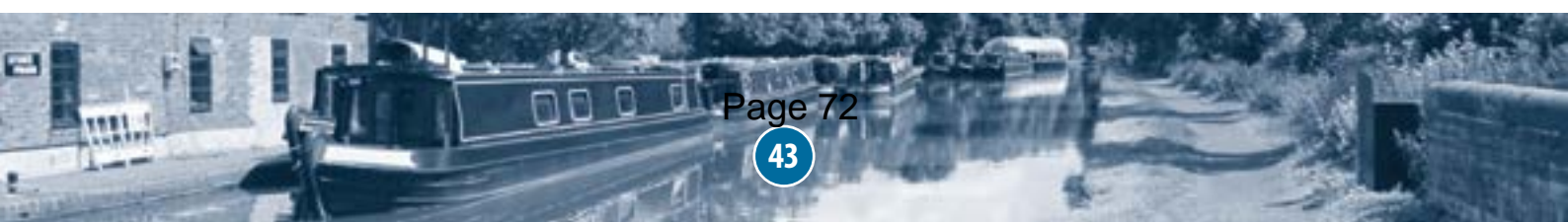
The north side does remind us of the industrial past of some aspects of canal life, although within the CA as a whole these pockets were relatively small. There were however, wharves distributed along the canal at regular intervals in the 19th century and early 20th century, but most have disappeared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

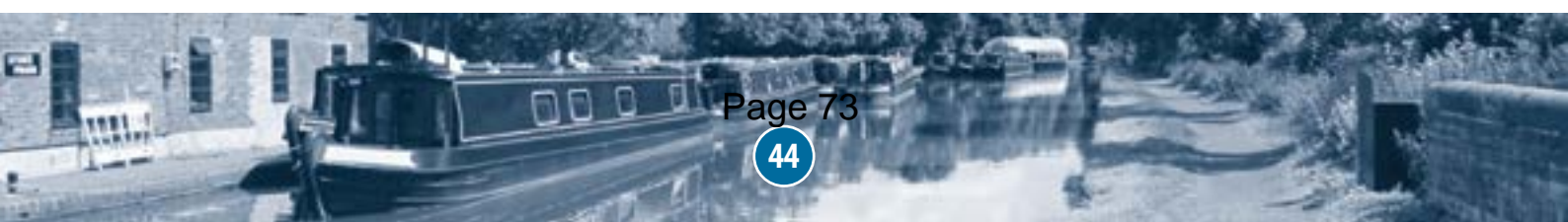


The canal arm bridge with rope marks

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.



The canal arm bridge at the old Salt Works site with the setts before their removal





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.



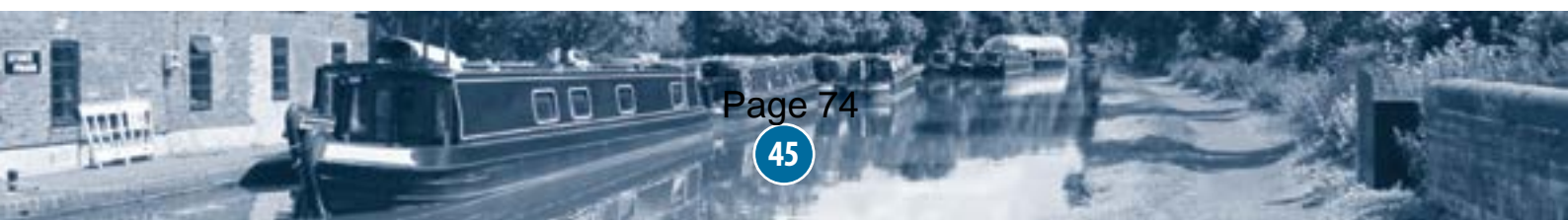
The school now converted to residential

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.

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.

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.

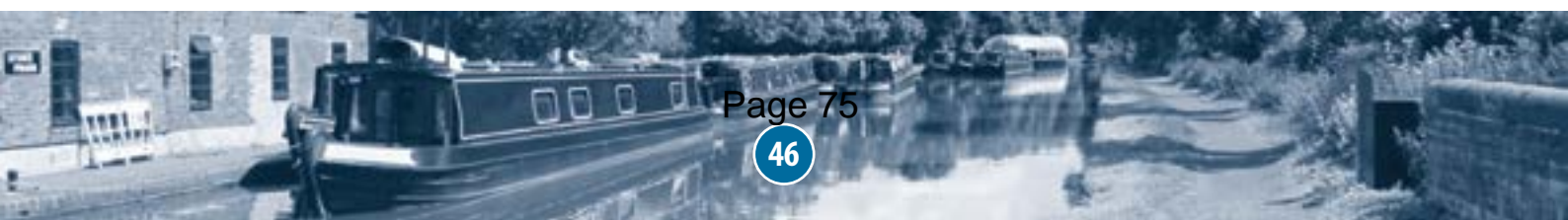


Rear of Jubilee Terrace

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.



19th century canal side property





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.

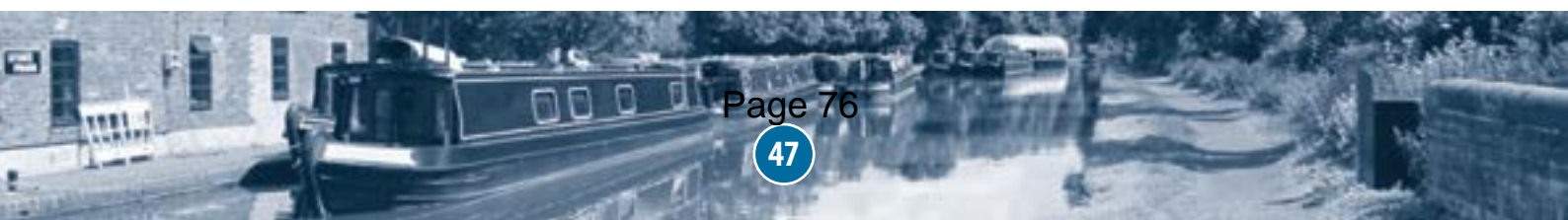
This end point to the Conservation Area sits in relatively open countryside with buildings on both sides of the Canal on Astwood Lane comprising a small hamlet of farms and a few cottages, including a short run at right angles on the west which date from the late 19th century. The sparseness of the development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



The rural setting of the canal at the southern end 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 ASSESSMENT OF SPECIAL INTEREST

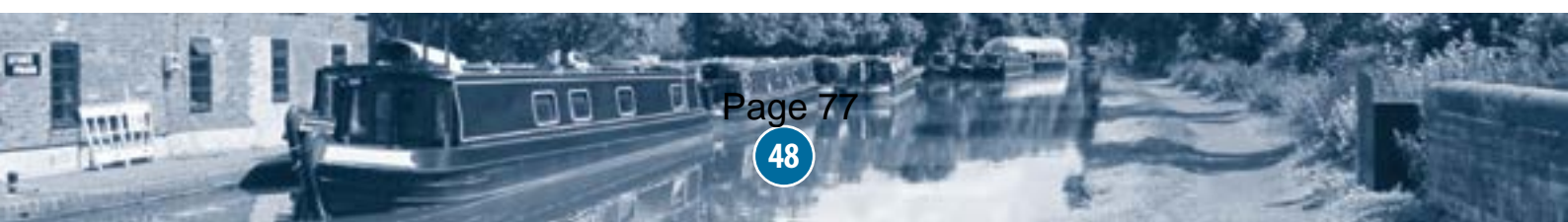
A draft Conservation Management Plan for the Worcester & Birmingham Canal Conservation Area is attached to this document. It outlines the main issues which need to be addressed in conserving the Conservation Area. It should be made clear that the Council cannot give a definite commitment to undertake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

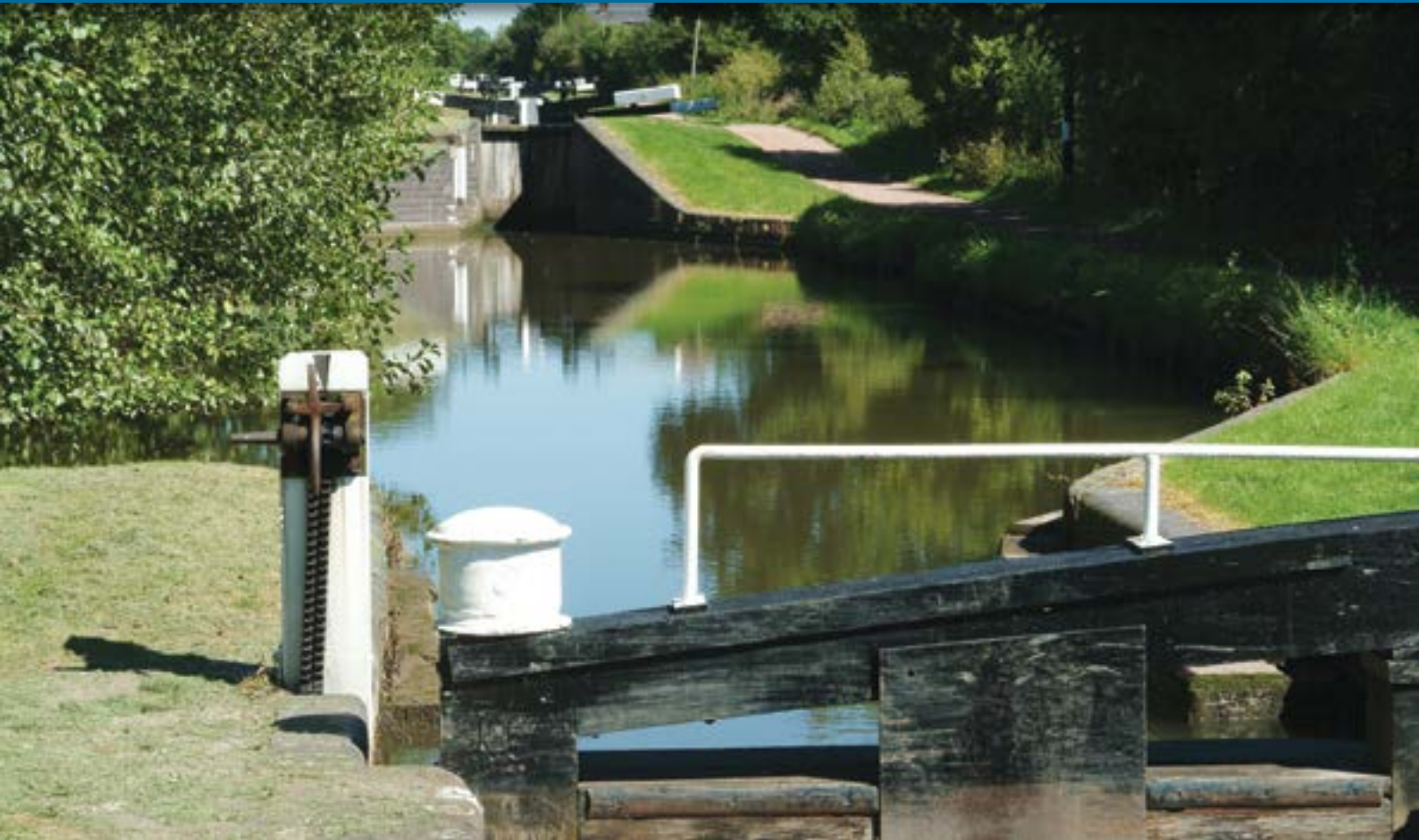
The main management issues which need to be addressed are:

- 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 an eight week public consultation period during 2019 to gather views on the assessment of the area and boundary reviews' proposals. The comments received shall be summarised and included in the final version of the document for public interest.





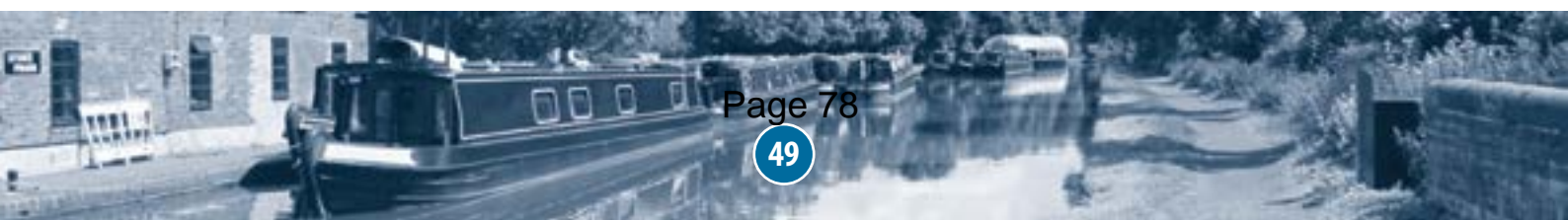
PART 2 CONSERVATION MANAGEMENT PLAN

1.0 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.

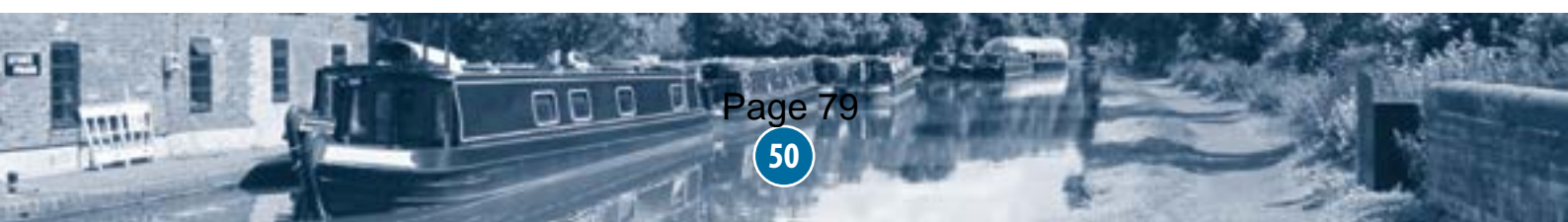
2.2 This policy framework, along with national policy guidance contained in the National Planning Policy Framework (NPPF) 2018 and National Planning Policy Guidance (NPPG) will be used to further the preservation and enhancement of the character of the Conservation Area.

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 Inland Waterways Association was founded following an informal discussion in 1945 between LTC Rolt (author of Narrowboat) and Robert Aickman held on board Cressy, Rolt's narrowboat while it was birthed 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.

3.2 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

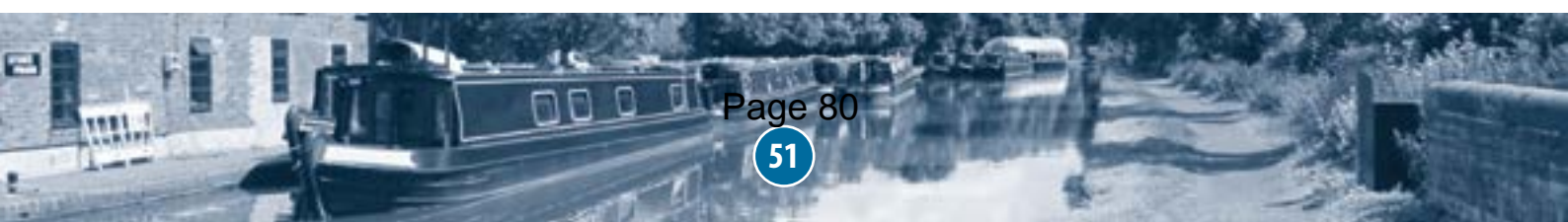
4.1 Introduction

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.

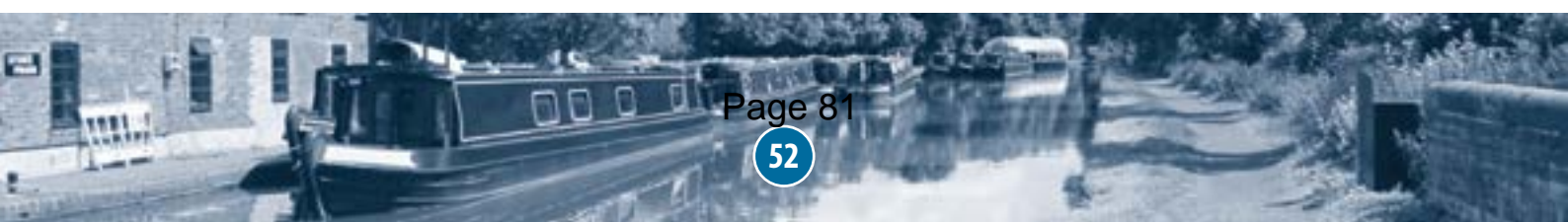
4.4 Modern extensions

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 addition 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. It is noted however that increased access may require safety related and easier access alterations to be made to the network.

4.6.2 Proposed Action

- Work with the NWEDR Team, the Canal and Rivers Trust and other interested parties to further promote the use of the canal as a leisure resource.
- Work with CRT to ensure that any alterations are sympathetic to the historic environment.

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.

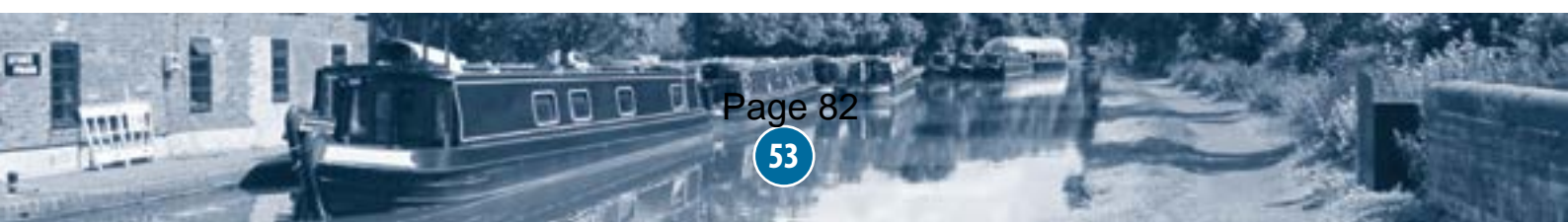
The LBCO will mean that the Canal & River Trust will not have to apply to each local planning authority separately for listed building consent for these specified works every time they are required. The works will be carried out subject to a methodology agreed with Historic England.

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.
- 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 Canal 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

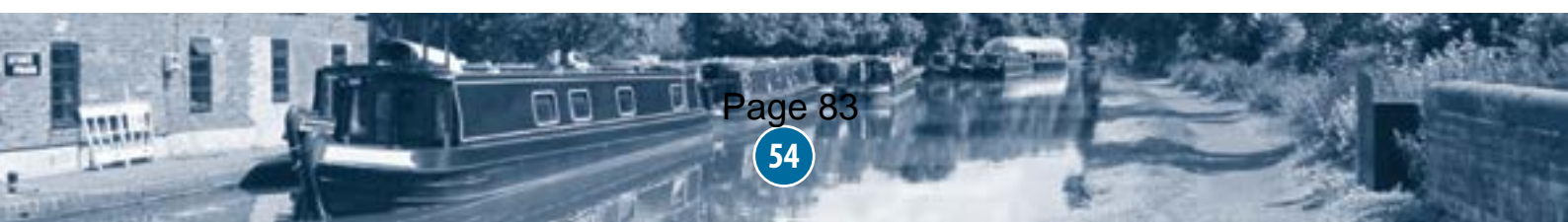
Langs Motors Metal and Ores Industrial Estate 138 Hanbury Road
Stoke Prior Bromsgrove Worcestershire B60 4JZ

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

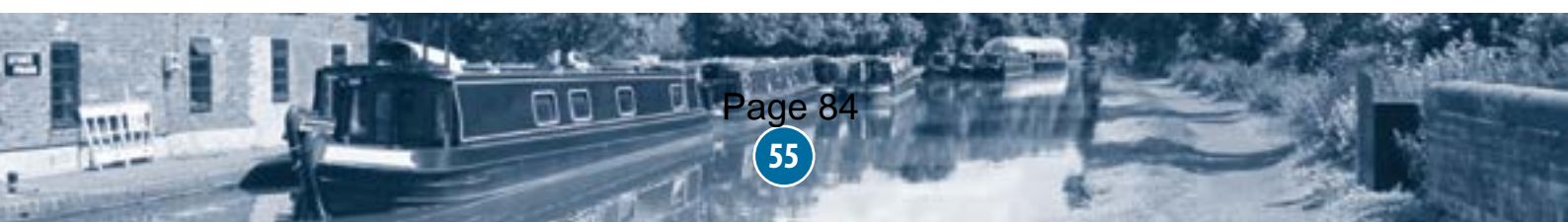
The Queens Head [ph] Sugarbrook Lane Stoke Pound Bromsgrove
Worcestershire B60 3AU

South View Copyholt Lane Redditch Bromsgrove
Worcestershire B60 3AX

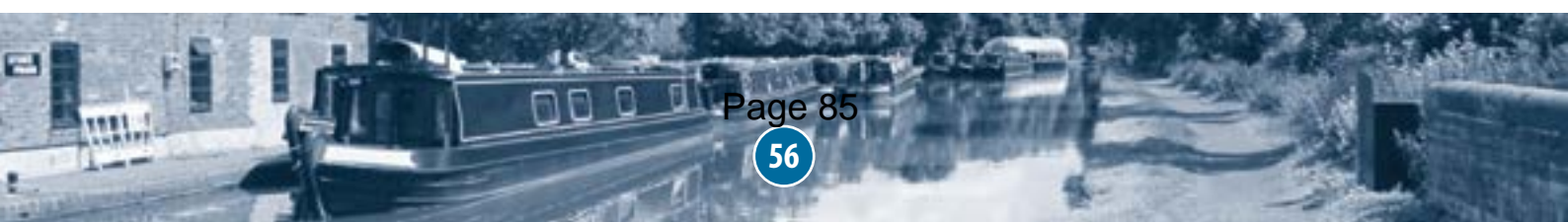
Flat 1 Queens Head Sugarbrook Lane Stoke Pound Bromsgrove
Worcestershire B60 3AU

Hilborough Copyholt Lane Redditch Bromsgrove
Worcestershire B60 3AX

Top Flight Cottage Sugarbrook Lane Stoke Pound Bromsgrove
Worcestershire B60 3AU



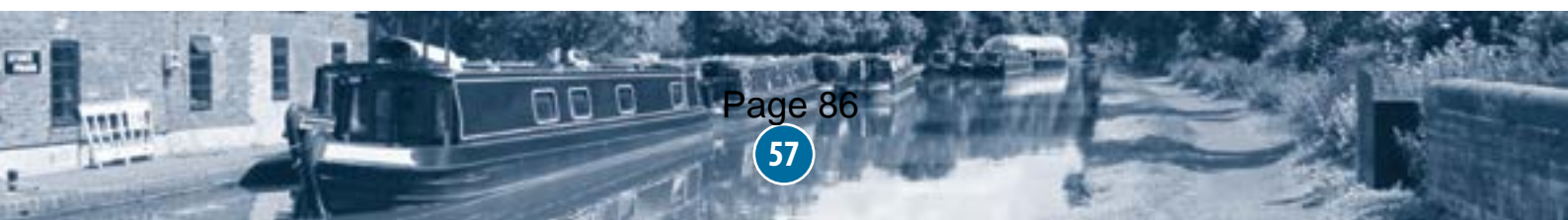
- | | |
|---|---|
| Dell Cottage Copyholt Lane Redditch Bromsgrove
Worcestershire B60 3AY | Narrow Boat Dream Catcher New Wharf Tardebigge Bromsgrove
Worcestershire B60 1NF |
| Halfway Lock Cottage Upper Gambolds Lane Stoke Pound
Bromsgrove Worcestershire B60 3HB | Wharfinger Cottage New Wharf Tardebigge Bromsgrove
Worcestershire B60 1NF |
| Halfway House Upper Gambolds Lane Stoke Pound Bromsgrove
Worcestershire B60 3HB | British Waterways Alcester Road Tardebigge Bromsgrove
Worcestershire B60 1NE |
| Halfway Barn Upper Gambolds Lane Stoke Pound Bromsgrove
Worcestershire B60 3HB | New Wharf House New Wharf Tardebigge Bromsgrove
Worcestershire B60 1NF |
| Reservoir Lock Cottage London Lane Tardebigge Bromsgrove
Worcestershire B60 3AG | The Millhouse New Wharf Tardebigge Bromsgrove
Worcestershire B60 1NF |
| Reservoir Cottage London Lane Tardebigge Bromsgrove
Worcestershire B60 3AG | 5 New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF |
| Tylers Lock London Lane Tardebigge Bromsgrove
Worcestershire B60 3AG | 4 Tug Cottages Alcester Road Tardebigge Bromsgrove
Worcestershire B60 1NE |
| The Engine House Tylers Lock London Lane Tardebigge
Bromsgrove Worcestershire B60 3AG | Inspectors House New Wharf Tardebigge Bromsgrove
Worcestershire B60 1NF |
| Waters Lip Tylers Lock London Lane Tardebigge Bromsgrove
Worcestershire B60 3AG | 3 New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF |
| Lock Haven Tylers Lock London Lane Tardebigge Bromsgrove
Worcestershire B60 3AG | 4 New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF |
| Lockside Tylers Lock London Lane Tardebigge Bromsgrove
Worcestershire B60 3AG | Narrow Boat Thelma 2 New Wharf Tardebigge Bromsgrove
Worcestershire B60 1NF |
| Dial House East London Lane Tardebigge Bromsgrove
Worcestershire B60 3AG | Narrow Boat Rosa Canina New Wharf Tardebigge Bromsgrove
Worcestershire B60 1NF |
| Top Lock House New Wharf Tardebigge Bromsgrove
Worcestershire B60 1NF | British Waterways Depot New Wharf Tardebigge Bromsgrove
Worcestershire B60 1NF |
| New Wharf Alcester Road Tardebigge Bromsgrove
Worcestershire B60 1NF | 1 New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF |
| Precision Dies And Tools Ltd New Wharf Tardebigge Bromsgrove
Worcestershire B60 1NF | 2 New Wharf Tardebigge Bromsgrove Worcestershire B60 1NF |
| 2 Tug Cottages Alcester Road Tardebigge Bromsgrove
Worcestershire B60 1NE | Plymouth House Alcester Road Tardebigge Bromsgrove
Worcestershire B60 1NE |
| 1 Tug Cottages Alcester Road Tardebigge Bromsgrove
Worcestershire B60 1NE | Plymcot 1 Alcester Road Tardebigge Bromsgrove
Worcestershire B60 1NE |
| 3 Tug Cottages 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 Canal Conservation Area

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



APPENDIX 3

Candidates for the Local Heritage List

All candidates will have to be considered against the criteria in the Local Heritage List Strategy Document (DATE) before they can be formally added to the 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

Lime Kilns Tardebigge Wharf

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

Queen's Head Stoke Pound

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

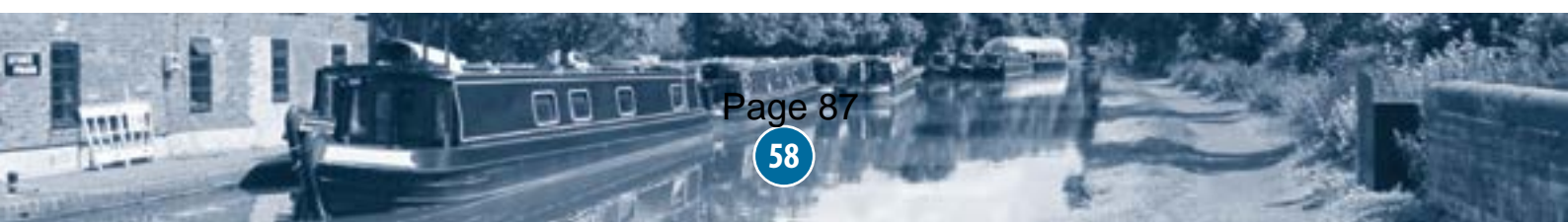
Boat and Railway Inn Shaw Lane

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.

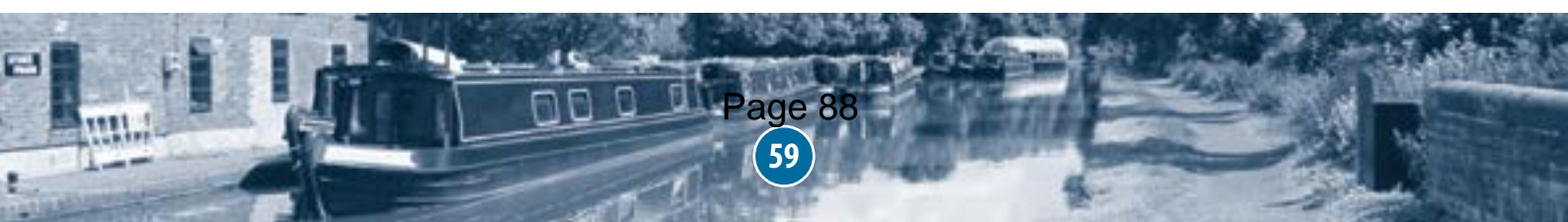
BDP20.7 Consideration will be given to the designation of new conservation areas. In order to define and protect the special character of conservation areas the District Council will produce and regularly review character appraisals and management plans for designated conservation areas and where necessary 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).

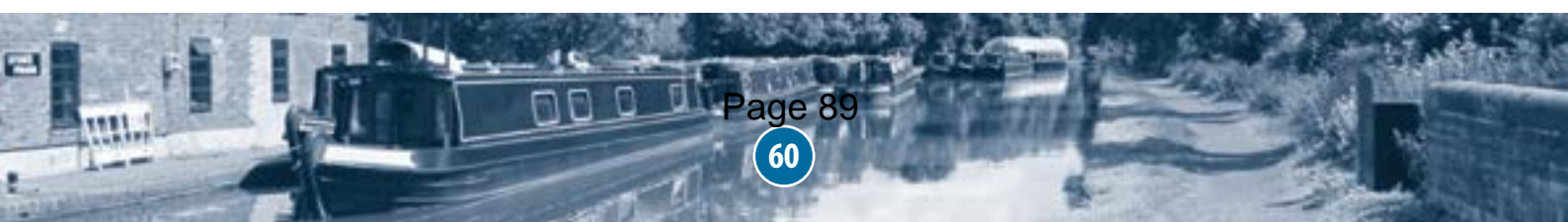
BDP20.16 The District Council will promote a positive interaction between historic sites and places and high quality modern developments which allows for evolution and positive change whilst preserving and respecting the significance and setting of existing heritage assets.

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.

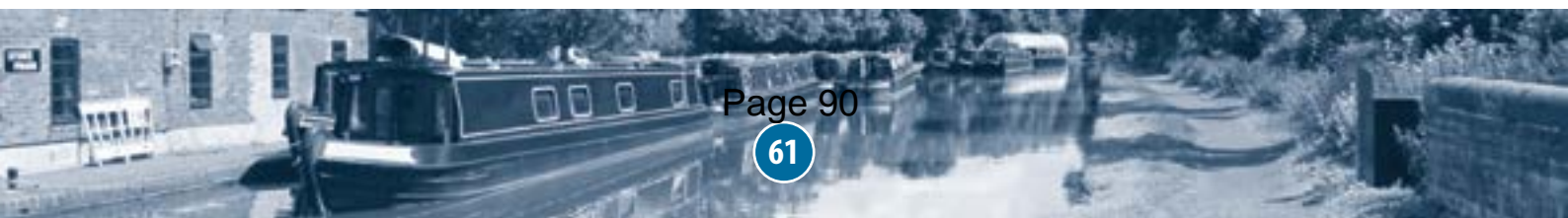
BDP20.20 The District Council will embrace opportunities to mitigate the effects of climate change by seeking the reuse of historic buildings and where appropriate their modification to reduce carbon emissions and secure sustainable development without harming the significance of the heritage asset or 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.
Bywash	A weir and culvert allowing excess water in a pound to bypass the lock chamber.
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.
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

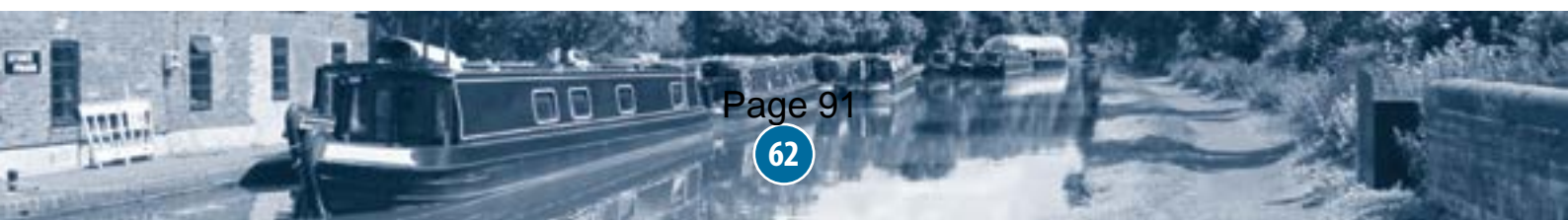
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- White, A., 1996. Worcestershire Salt: A History of Stoke Prior Salt Works. Halfshire Books.

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

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






Other Useful Titles

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- White. A., 1997 A Worcestershire Dynasty: Dixons of Tardebigge: The History of a Family Farming and Business Empire. Brewin Books

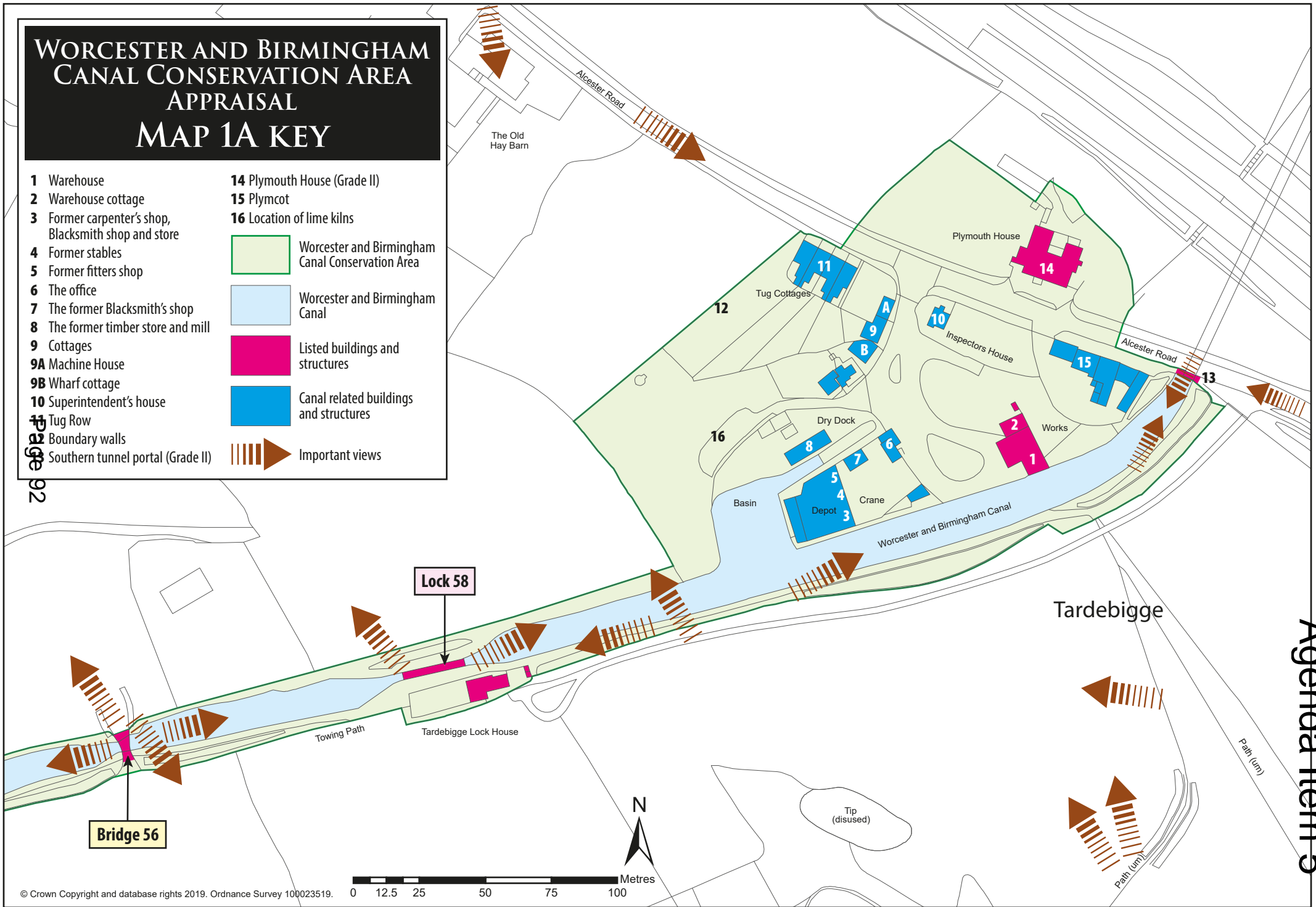


WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL

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) | |

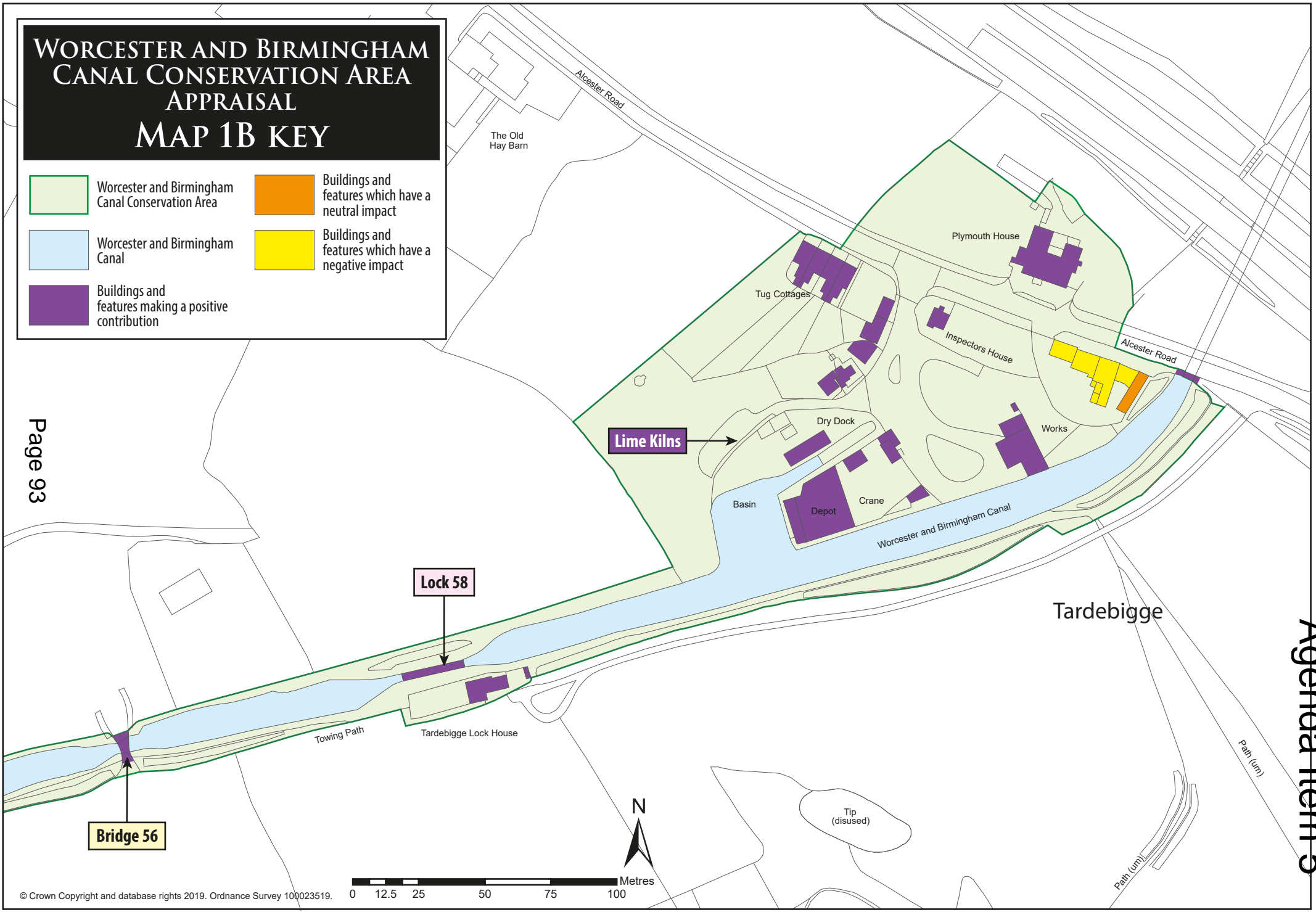
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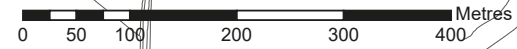
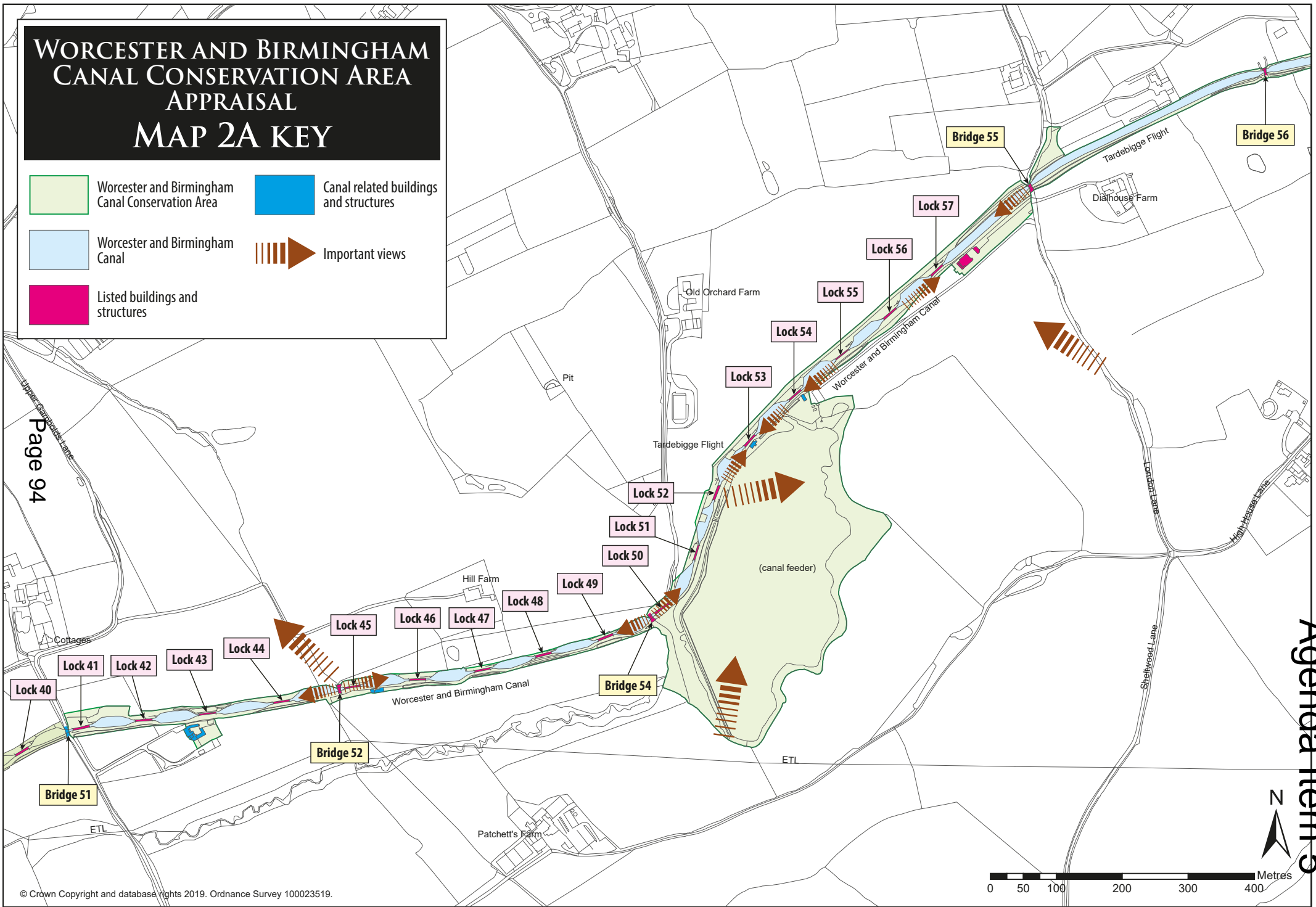
WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL MAP 1B KEY

- | | | | |
|--|---|---|---|
|  | 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 | | |







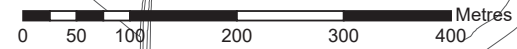
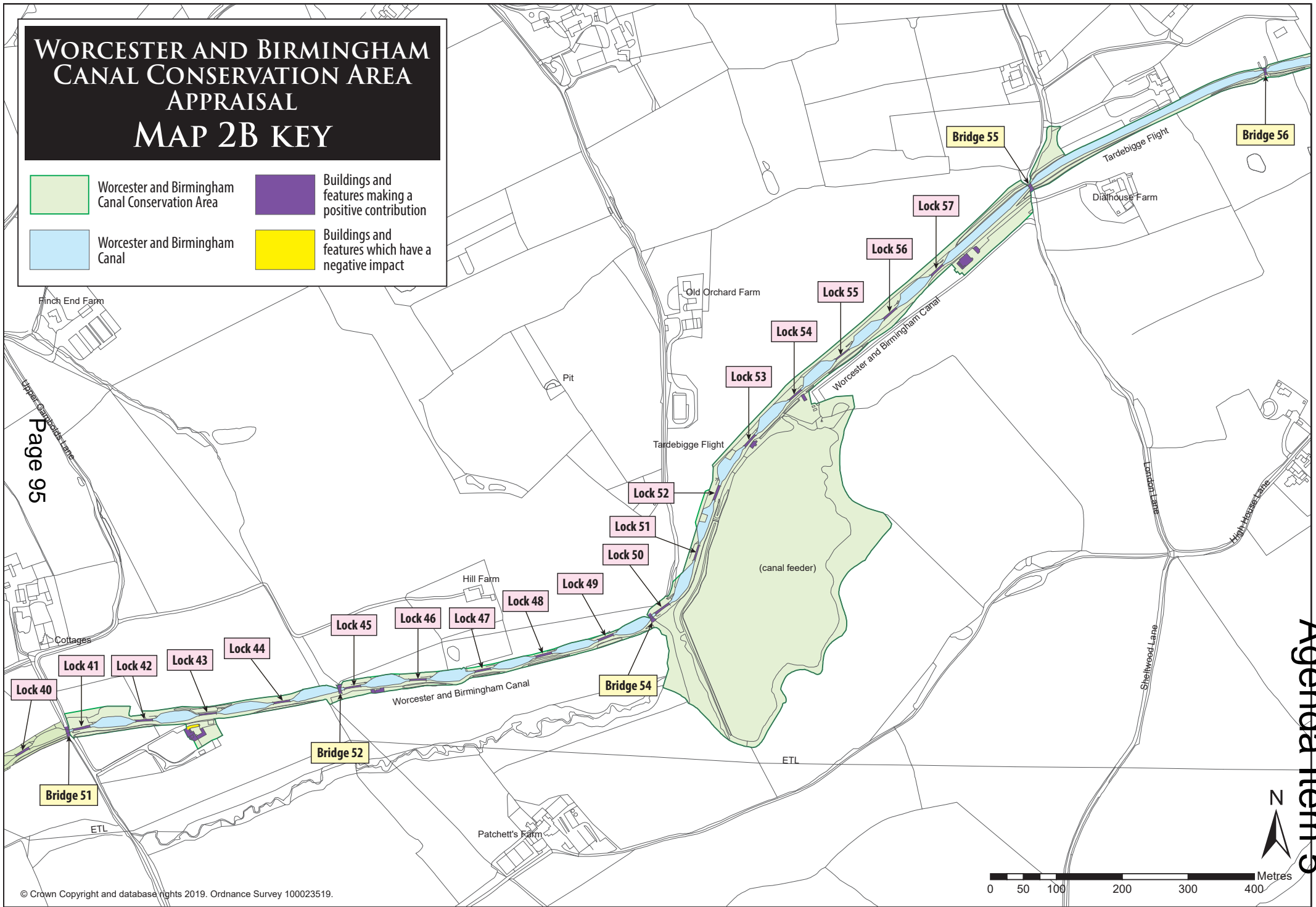
WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL MAP 2A KEY

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

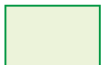

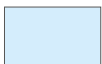




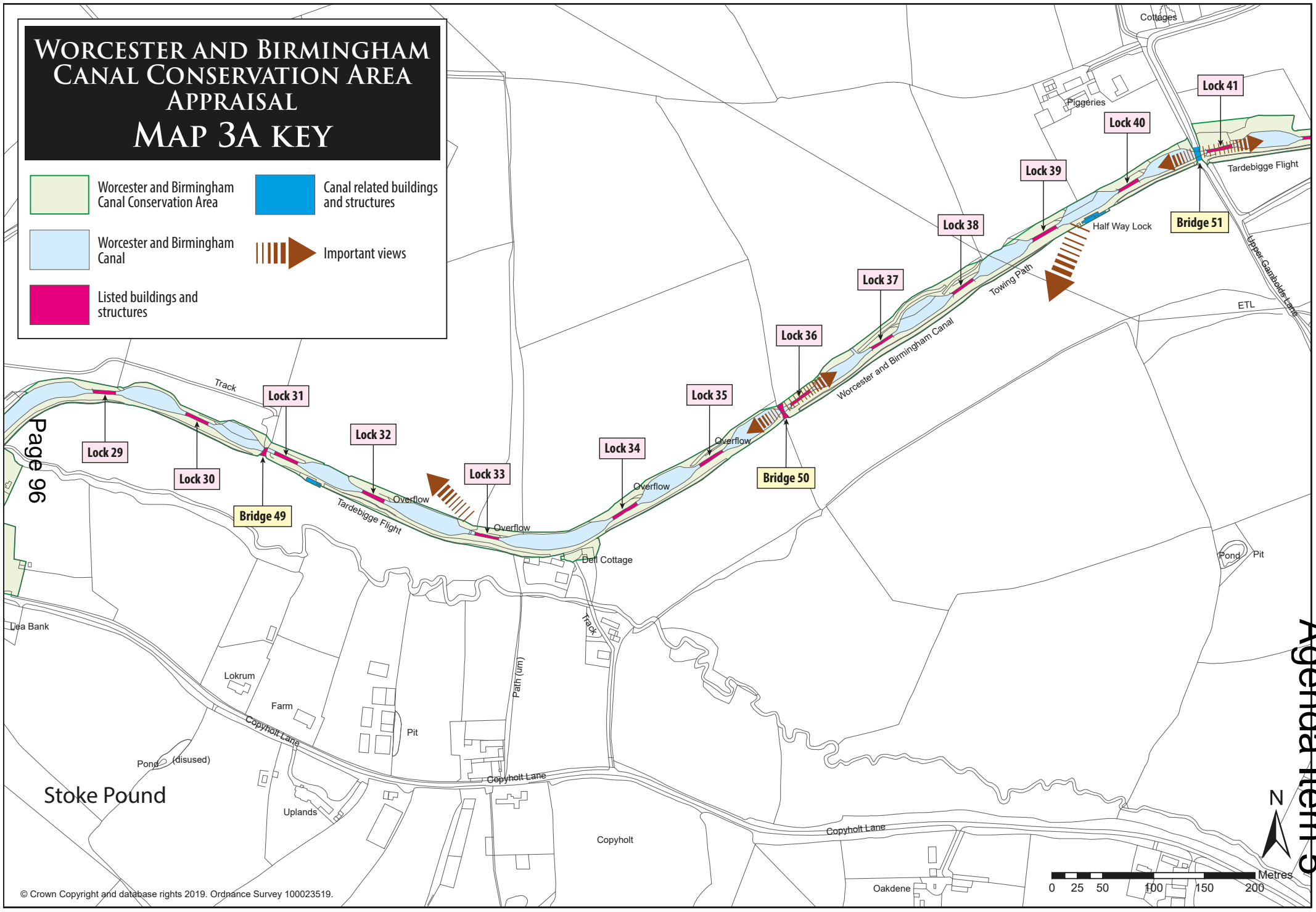
WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL MAP 2B KEY

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



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		Important views
	Listed buildings and structures		



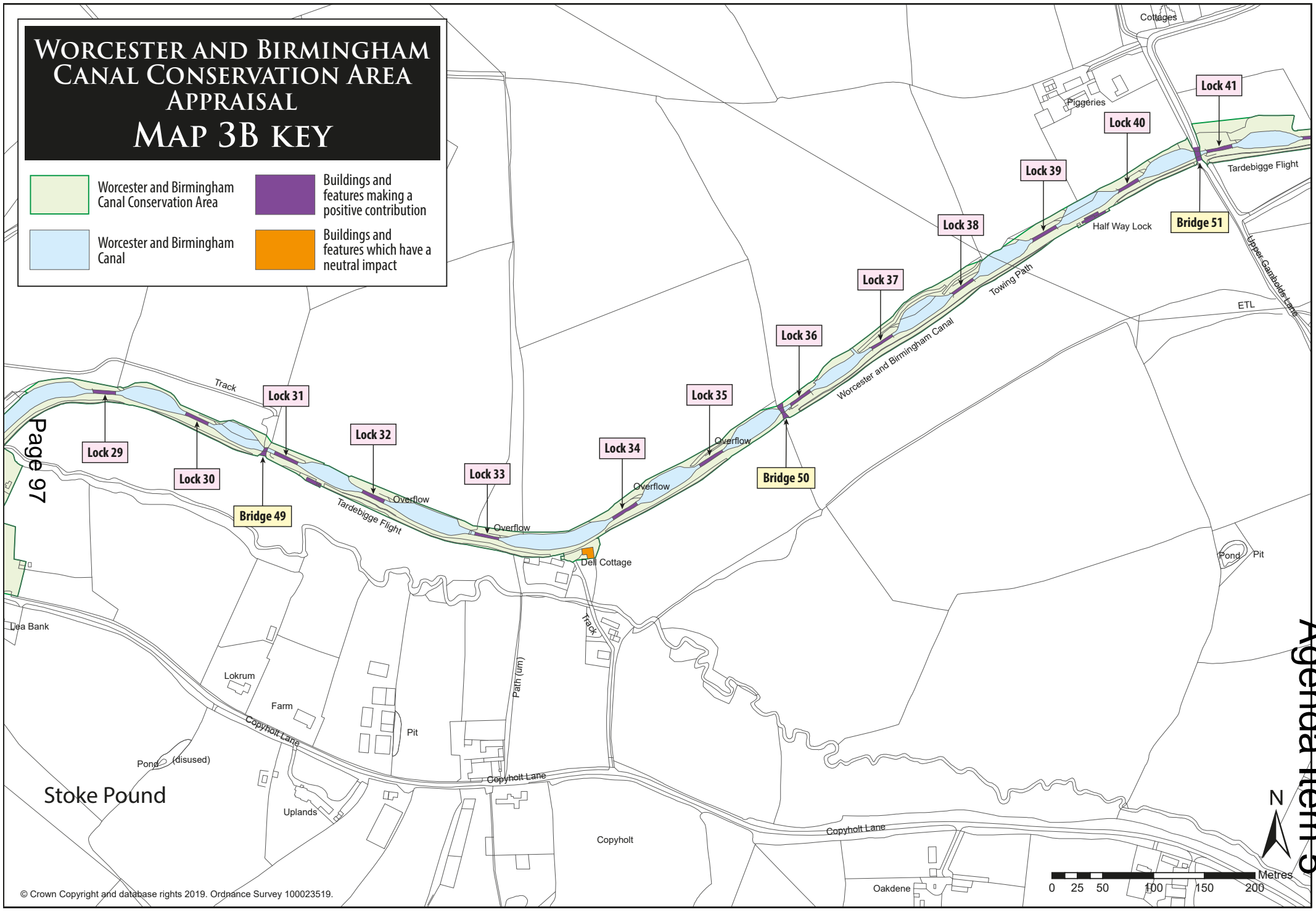
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WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL MAP 3B KEY

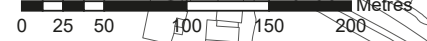
- Worcester and Birmingham Canal Conservation Area
- Worcester and Birmingham Canal
- Buildings and features making a positive contribution
- Buildings and features which have a neutral impact

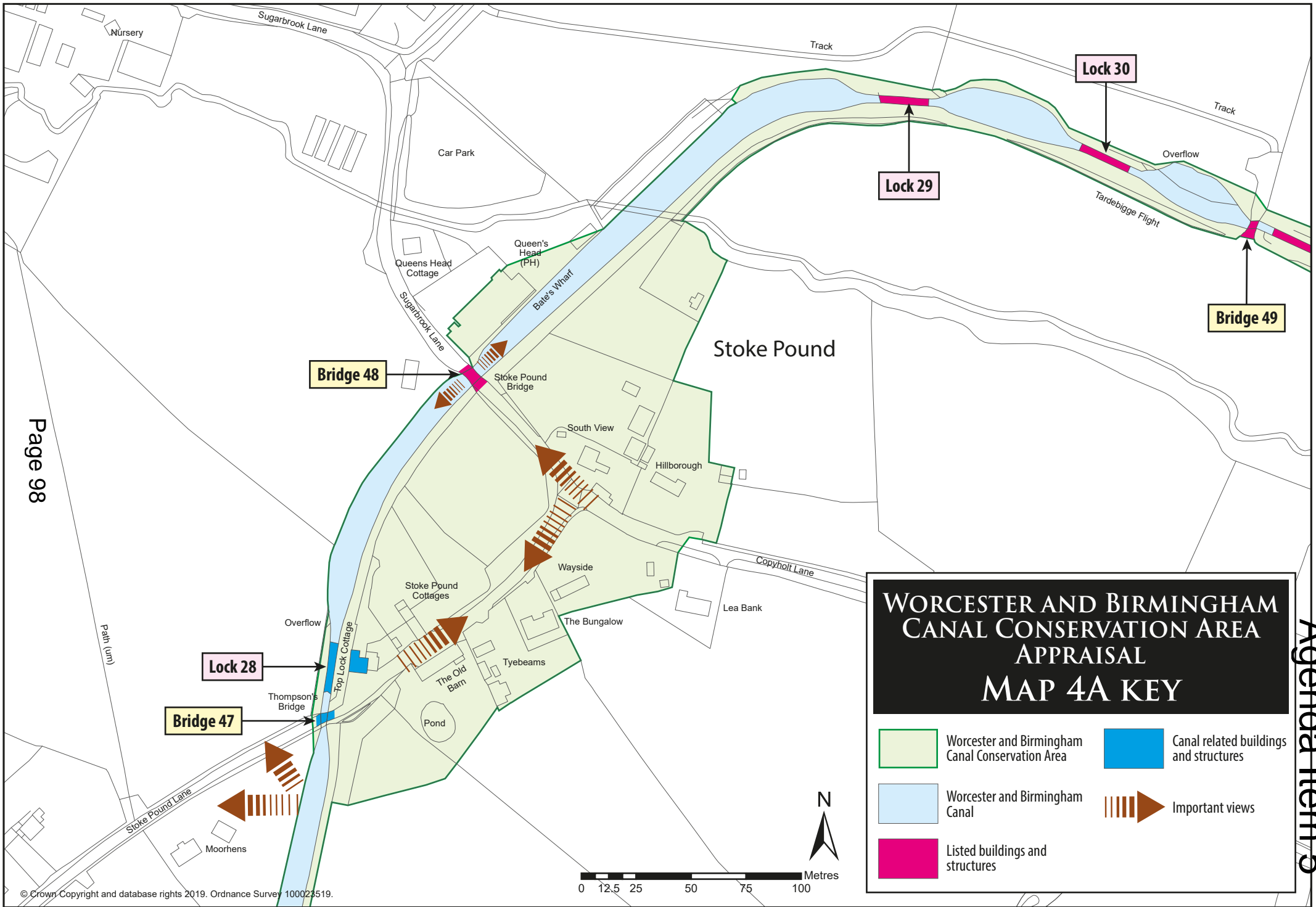


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Stoke Pound

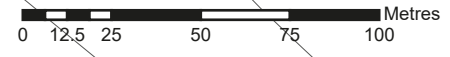
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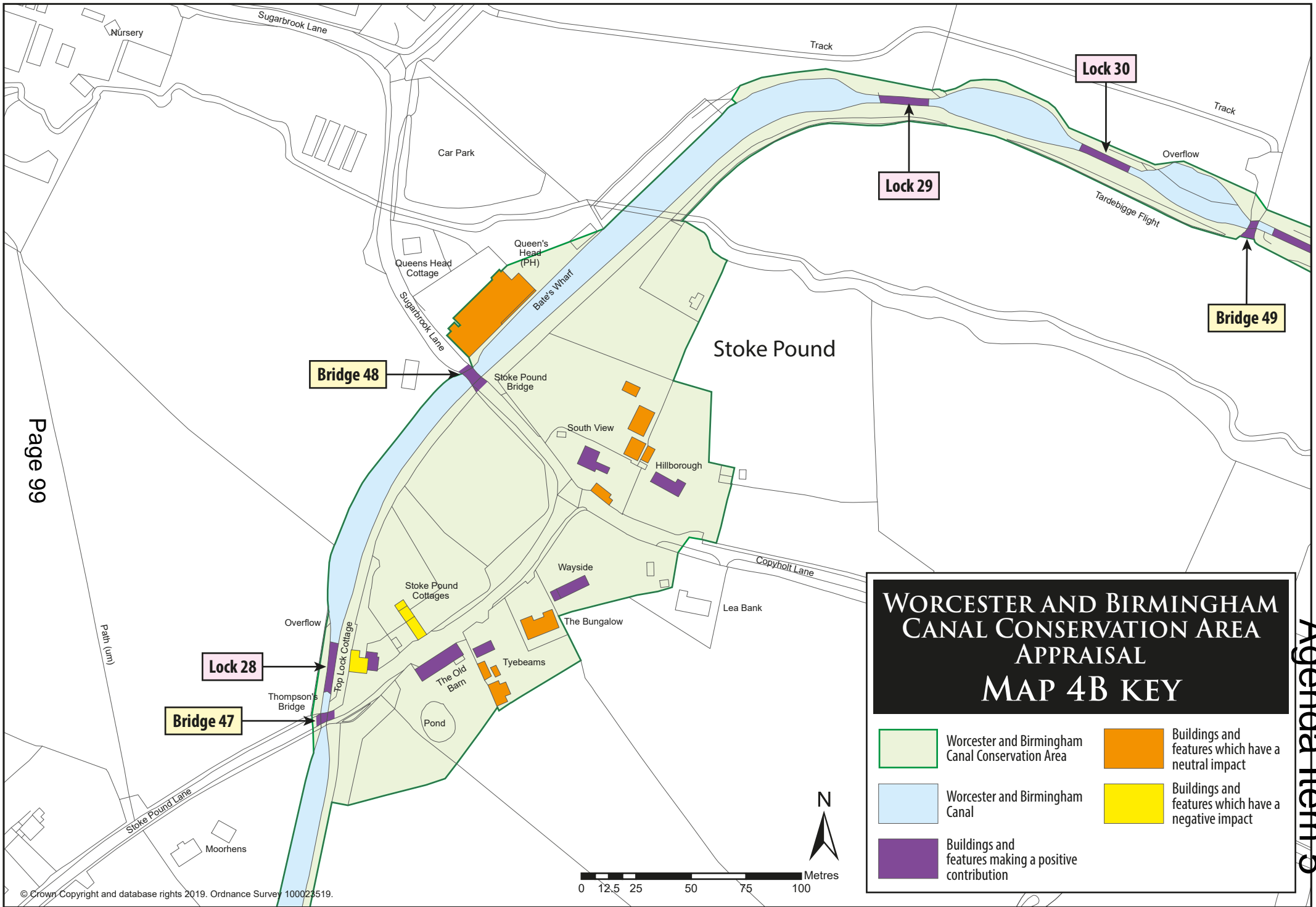




**WORCESTER AND BIRMINGHAM
CANAL CONSERVATION AREA
APPRAISAL
MAP 4A KEY**

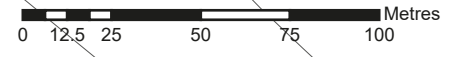
- Worcester and Birmingham Canal Conservation Area
- Canal related buildings and structures
- Worcester and Birmingham Canal
- Listed buildings and structures
- Important views





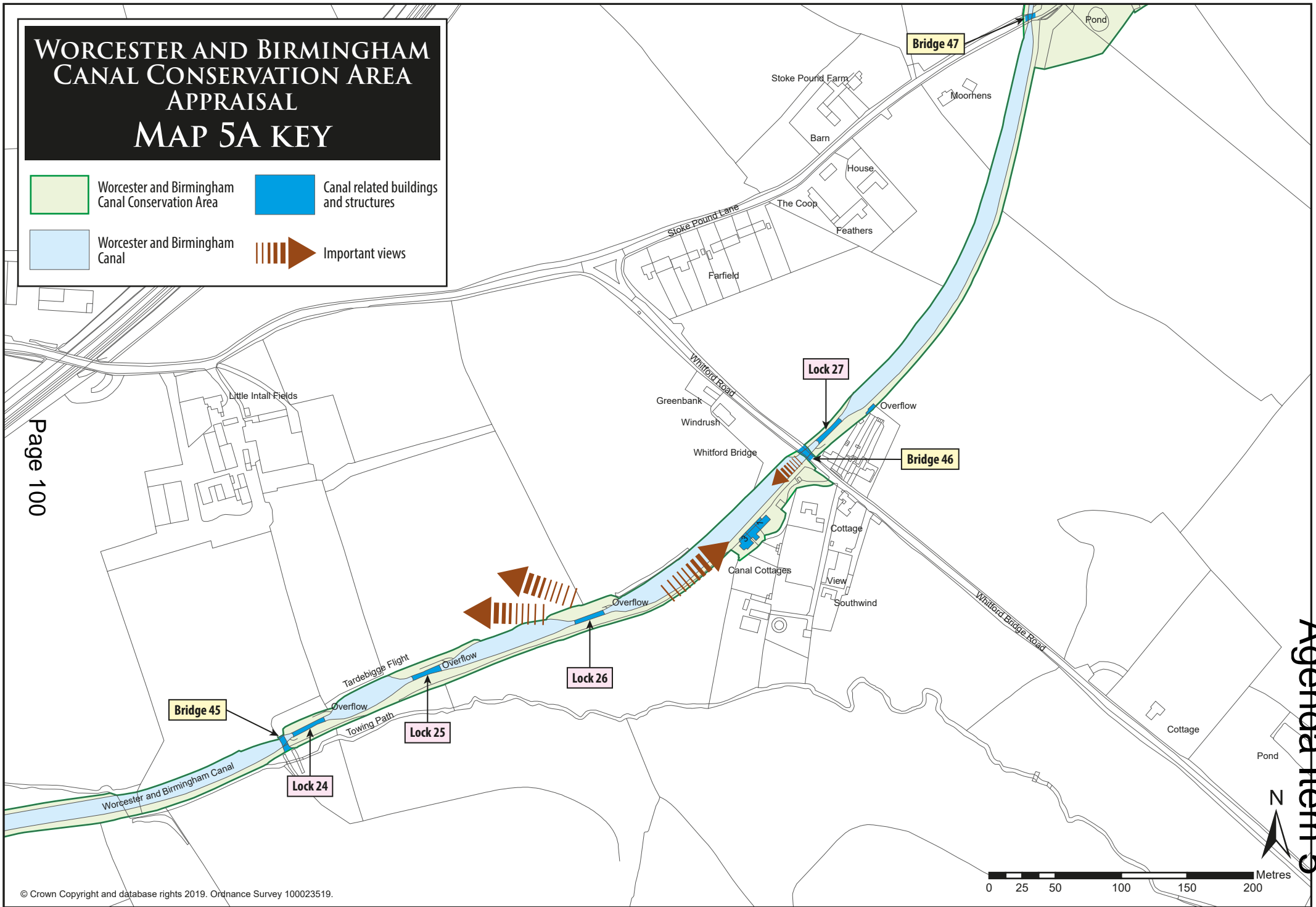
**WORCESTER AND BIRMINGHAM
CANAL CONSERVATION AREA
APPRAISAL
MAP 4B KEY**

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



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



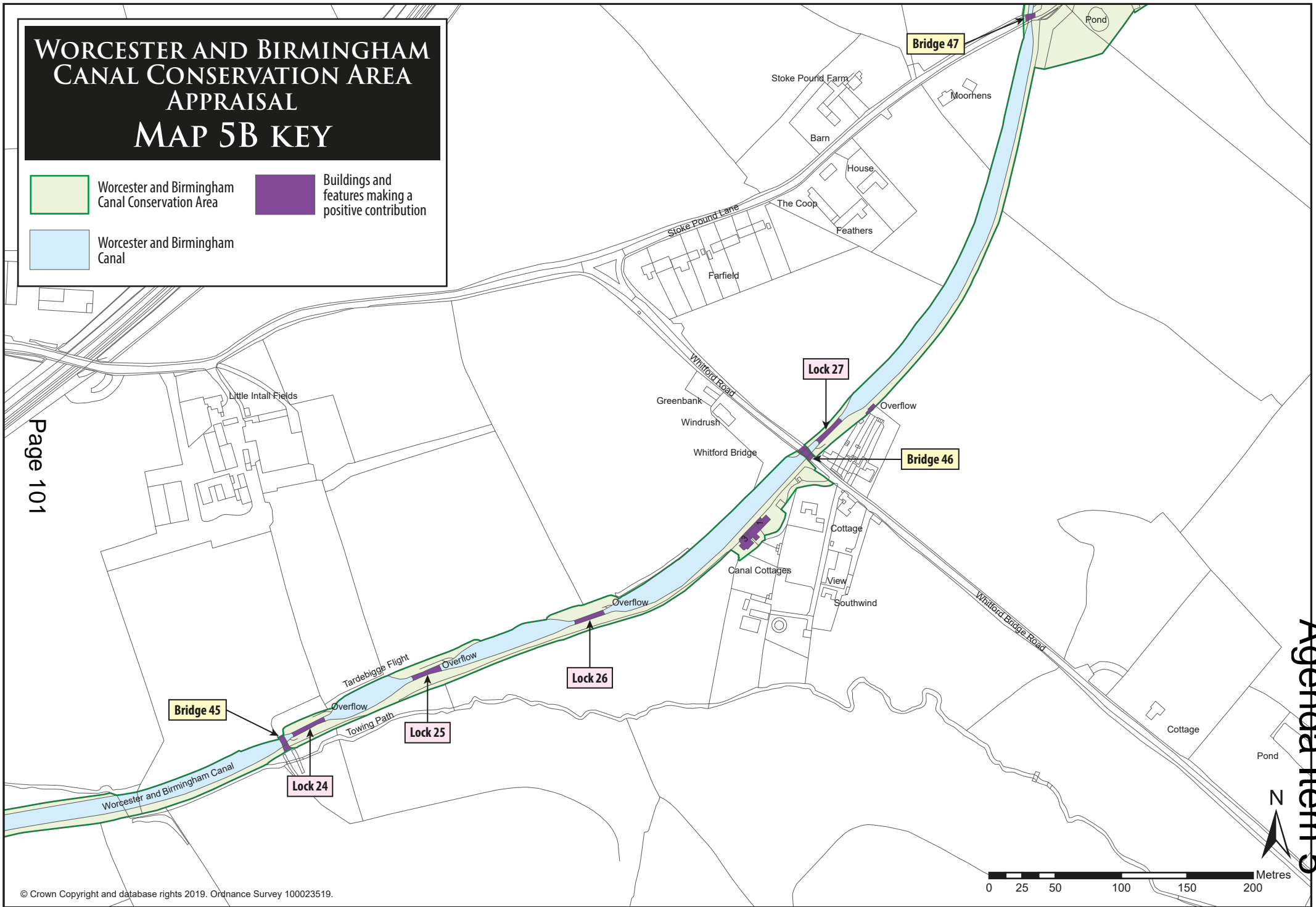
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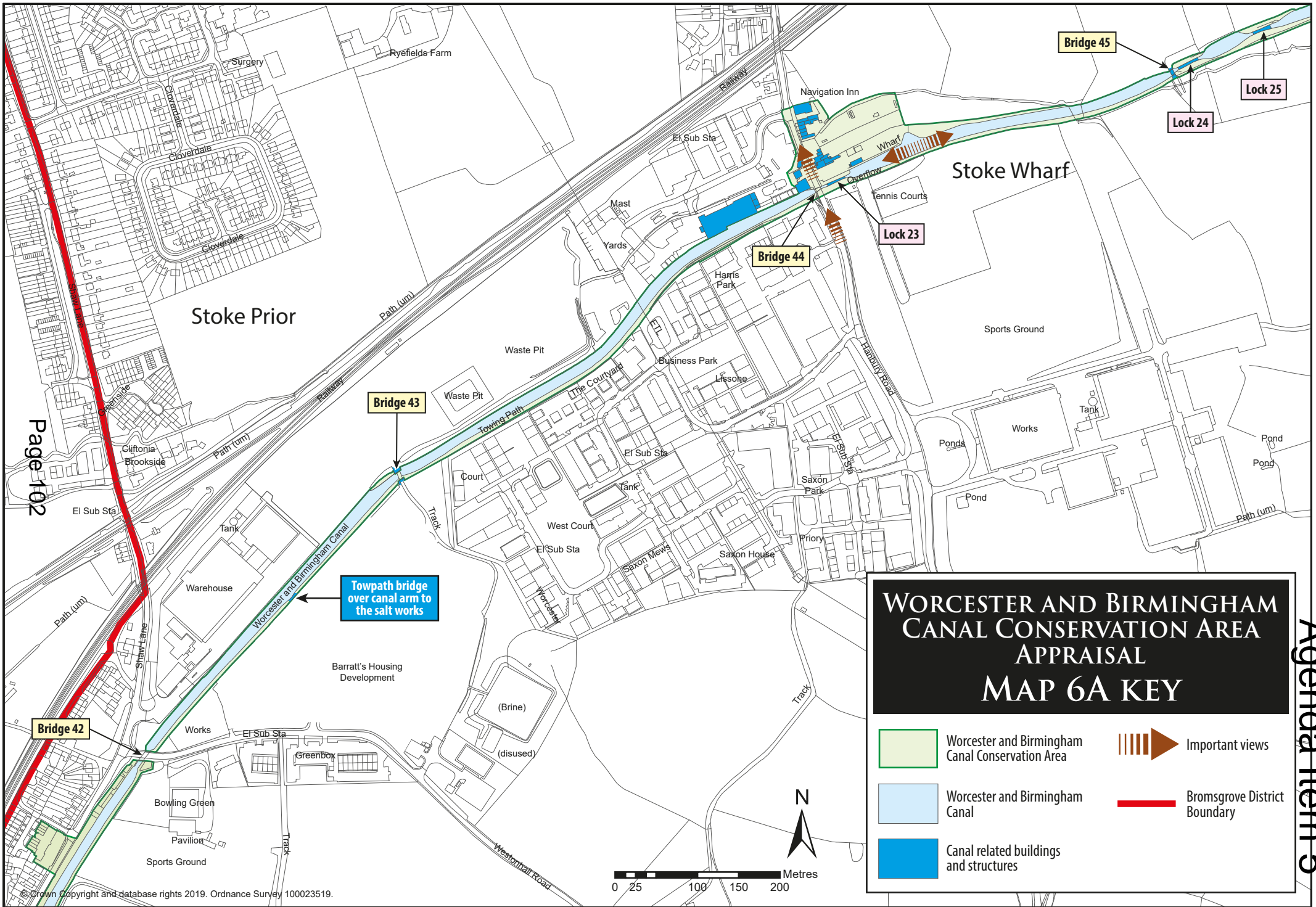
WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL MAP 5B KEY

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



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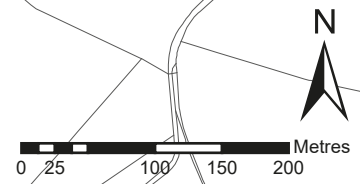


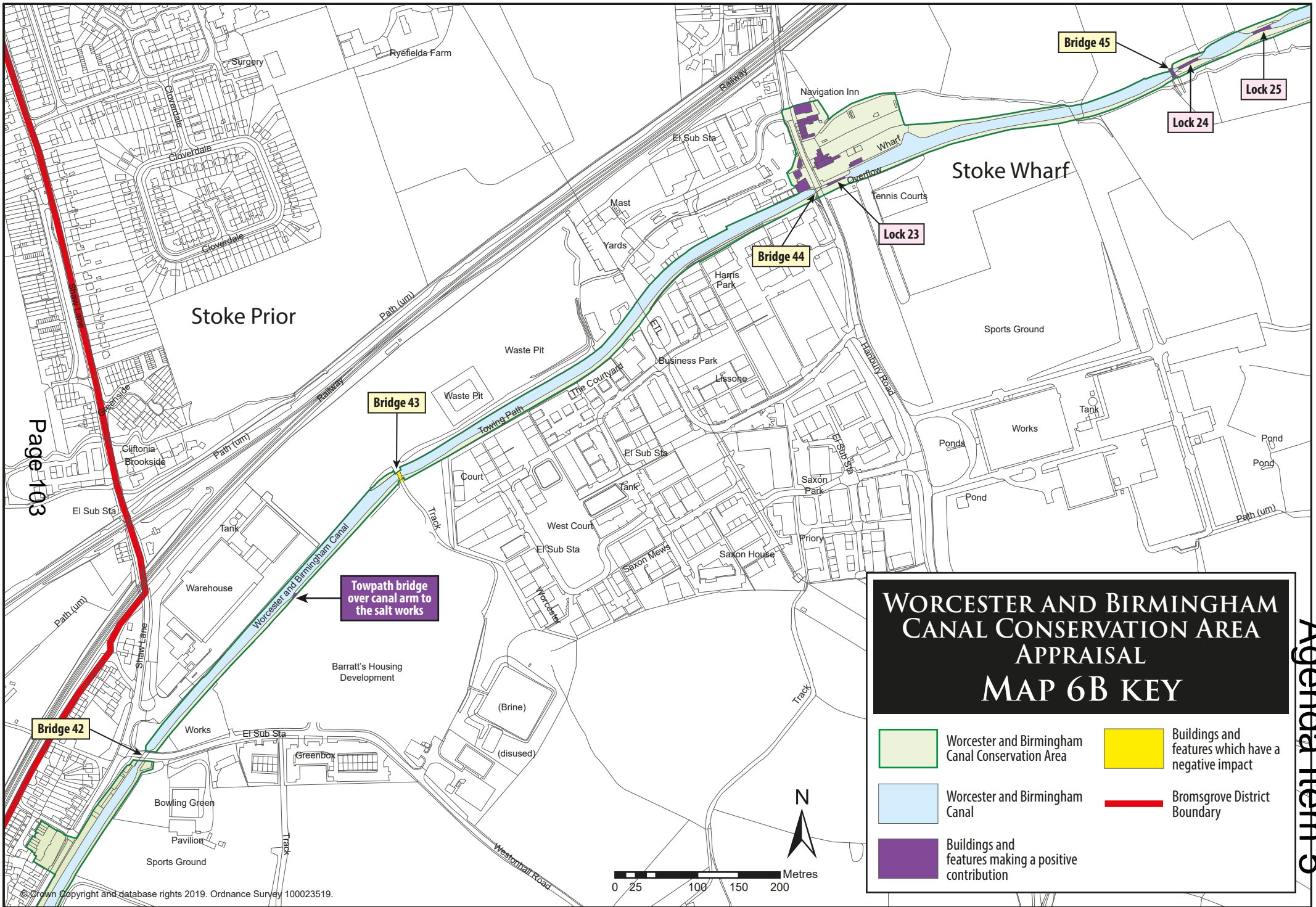
WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL MAP 6A KEY

- Worcester and Birmingham Canal Conservation Area

Important views
- Worcester and Birmingham Canal

Bromsgrove District Boundary
- Canal related buildings and structures

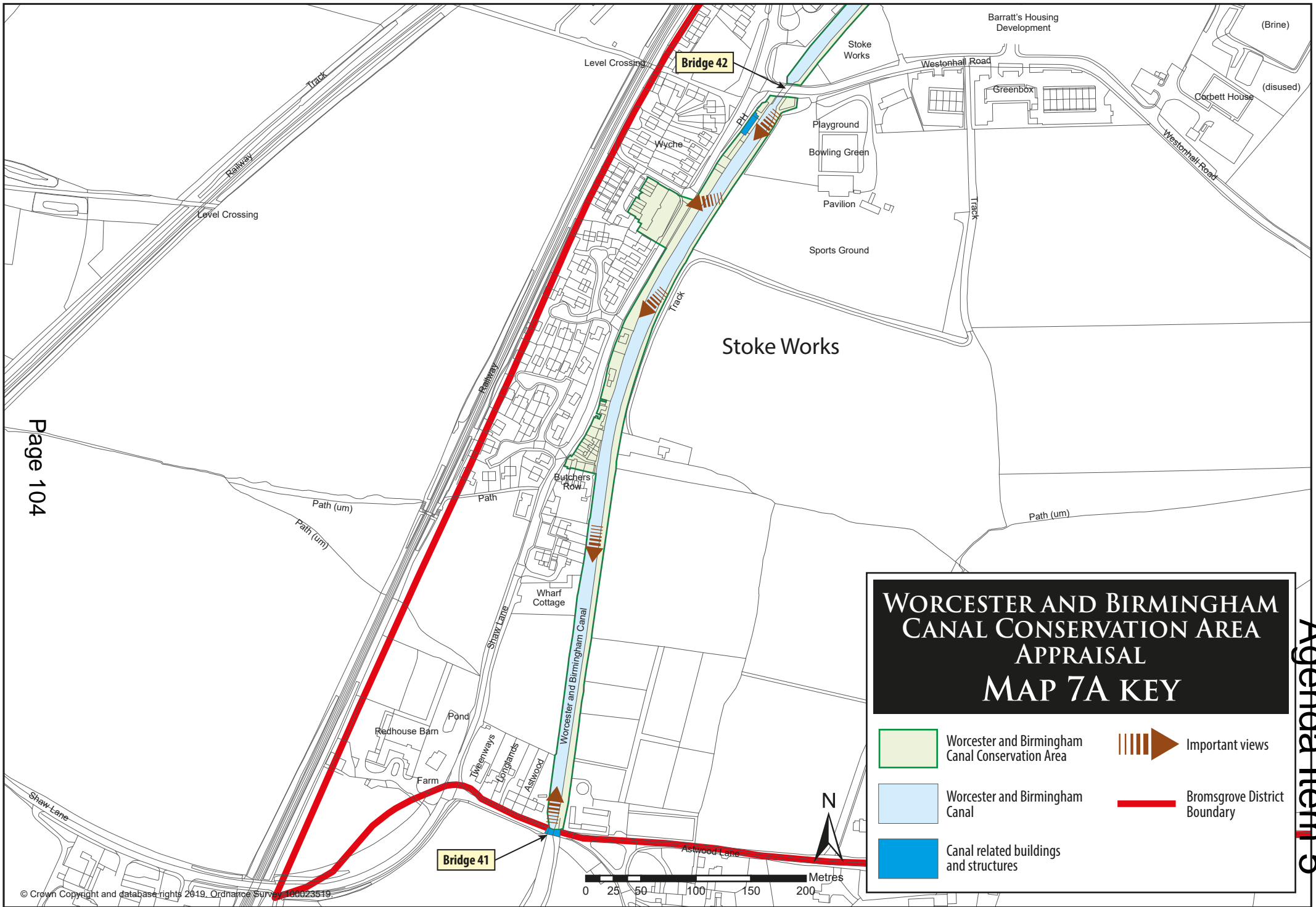




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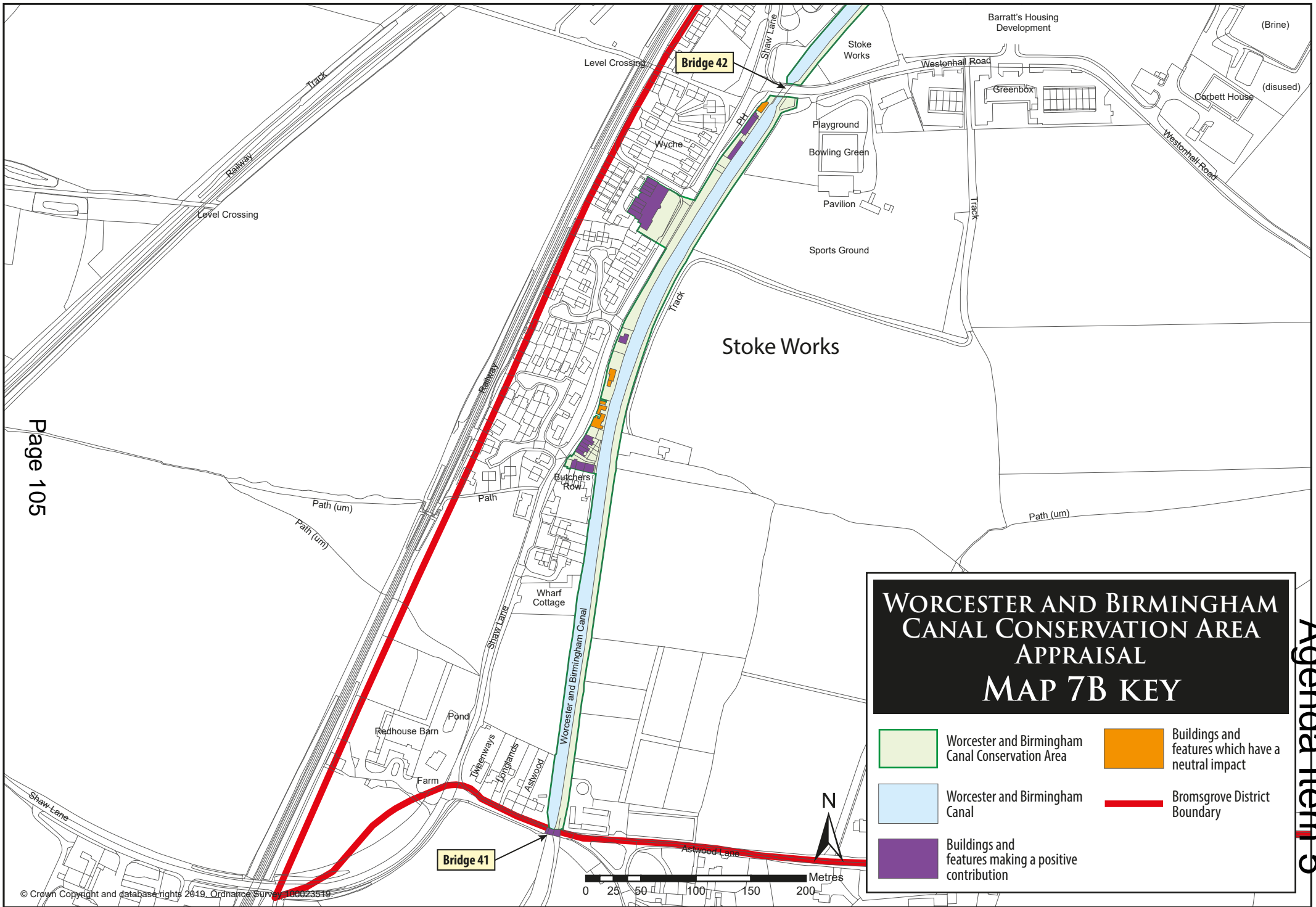
- | | |
|--|---|
| Worcester and Birmingham Canal Conservation Area | Buildings and features which have a negative impact |
| Worcester and Birmingham Canal | Bromsgrove District Boundary |
| Buildings and features making a positive contribution | |





WORCESTER AND BIRMINGHAM CANAL CONSERVATION AREA APPRAISAL MAP 7A 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 7B KEY

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



Agenda Item 5

Worcester and Birmingham Canal Conservation Area Draft Character Appraisal and Conservation Management Plan

Bromsgrove District Council
Planning, Regeneration & Leisure Services
Strategic Planning and Conservation
Town Hall
Walter Stranz Square
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Worcestershire B98 8AH

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District Council**

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**APPENDIX 2
W & B Canal CAAMP Consultation Comments**

Refer ence No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
1	CRT	Part 1 Pg 11	4.2 2 nd para	The canal is narrow as far as Diglis Basin but the first two locks are broad to enable barges to enter the basin from the River Severn for transhipment of cargo.	Noted	Add the following to the second paragraph, 'although the first two locks at the Worcester end are broad to enable barges to enter the basin from the River Severn to allow the transhipment of cargo.'
2			4.31 2 nd Para	the original materials were relatively soft red brick and stone, the blue bricks were introduced from 1840s onwards. The technology for firing these harder bricks didn't exist at the time of construction.	Noted	Amend the text to, 'Originally soft red bricks and stone were used. Blue bricks were introduced from the 1840s. The technology for firing these harder bricks did not exist at the time of construction.
			16	1 st Para	Minor typo, please use CRT instead of C&RT. If this is also used elsewhere please take this comment to seek a correction of all occurrences.	Noted
4			4.81	Add a heading and paragraph on the Tardebigge limekilns which are a significant feature and by the general agreement the 'best example left standing in Worcestershire'.	Agree that there should have been a larger reference to the limekilns	Lime Kilns On the north side of the basin there are a row of five "flare" or "draw" kilns, the first three dating from 1811 with two added at a later date. Fuelled with coal brought along the canal to the wharf, they burnt limestone probably for mortar and agricultural fertiliser, from Dunhampstead and Himbleton. They are possibly the best examples standing in Worcestershire.

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Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
5		34	2 nd Para	The cantilver bridge at Lock 33 is a lock tail end bridge with special significance. It was designed to allow the towing line to pass through the gap when the horse pulled a boat out of the lock without having to unhitch.	Noted	The following to be added to the second paragraph It is a lock tail end bridge with special significance, having been designed to allow the towing line to pass through the gap when the horse pulled a boat out of the lock without having to unhitch.
6		44	1 st Para	The negative impact of the Barratts housing development will be increased if the vacant plot immediately to the south of this gains a similar style of housing. This site formerly held a house with some distinctive features until it was demolished under debatable circumstances.	Comments are noted. The impact on the W&B Canal CA was considered when a full planning application was made in respect of this site	
7		44		Suggestion- can you add picture of the entrance to Corbett's salt works arm with the towpath bridge over the top. This is best viewed from a boat or from the car park of the engineering works on the offside. It's the only example left on the canal and a significant feature. The cobbles picture is a good record but these have been removed now so perhaps not so important to show it?	Noted . We will try and find a photo to illustrate this. It is highly regrettable that the setts were removed without consultation, and due to their importance it is considered that a photograph of them is worth including.	

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Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
8		Part 2	4.6.2	Promoting the canal for leisure use has resulted in the requirement for safety related and easier access alterations, eg. addition of hand rails to the lock bottom gates, new lock ladders, 'improved' surfacing, warning white lines, additional signage etc. These need to be carefully balanced to mitigate their impact on the special character of the structures and the conservation area. Poor siting and unsympathetic design has the potential to damage the setting.	Noted . It is important that when such alterations are required careful consideration is given to their impact on the historic environment. The views of the CRT are an important part of this process.	Add Issue It is noted however that increased access may require safety related and easier access alterations to be made to the network. Proposed Action Work with CRT to ensure that any alterations are sympathetic to the historic environment.
			4.5	The Trust strongly support the creation of a Local Heritage List.	Noted and welcomed.	
10		Maps	Map 1A & 1B	add colour coded location of Tardebigge limekilns	Noted	Location of lime kilns indicated on the relevant maps
11			Maps 2-3	the shading of the CA seems to have missed covering some of the lock offside features such as the byweirs	This has been investigated and there would appear to be some inaccuracies in the mapping when compared to the original designation map.	The maps have been updated with reference to the original designation map

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
12			Maps 6-7	add location of the towpath bridge over the tunnel to the Corbett salt works, Bridge 42c	This can be added	Indicated on Maps 6A AND B
13	The Worcester Birmingham & Droitwich Canals Society			The Society believes that the special interest of a Conservation Area can be demonstrated by the following test. "Could someone, if arriving blindfolded, be able to identify where they are by reference to the unique or characteristic features of the area?". We consider that this is certainly true of the W&B Canal.	Noted	

Page 110

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
14				The character of the canal corridor is not just derived from its built environment but as much from the natural environment. The trees, the hedgerows and ground vegetation which create a habitat corridor are an essential part of the character and this is acknowledged in Section 4.7 and in the following descriptions of the Character Areas. The Conservation Management Proposals should cover the non-use of herbicides, not mowing in the flowering season, not 'flailing' hedges and planting only native species. Whilst these are primarily the responsibility of the various bodies who own and manage the land, they should be set out in this document as best practice.	Noted. This document is concerned with the built heritage and it is beyond the remit and knowledge of the conservation team to comment on maintenance of the natural environment.	
15				We believe that the conservation area should be extended to include the remainder of the canal within Bromsgrove District, between Tardebigge Tunnel and Wast Hill Tunnel. The Society would be able to contribute the preparation of the character appraisal for such an extension.	Noted This would have to form a separate piece of work which might be undertaken in the future.	

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
16		4	Final para	Add the following 'The design of many of the structures, equipment and buildings are unique to the Worcester & Birmingham Canal.	This is of interest, but it is not clear from the comment in what way the structures and equipment were unique and therefore how this might contribute to the special interest	
17		6	Penultimate para	<p>Tardebigge was not the location of the Inaugural Meeting of the IWA but where Rolt and Aickman decided that such an association should be established to save the waterways. Charles Hadfield was not present.</p> <p>The following wording is suggested:-</p> <p>The Inland Waterways Association was founded following an informal discussion in 1945 between LTC Rolt (author of Narrowboat) and Robert Aickman held on board Cressy, Rolt's narrowboat while it was birthed at Tardebigge.</p> <p><i>Caption - Memorial of the Inaugural meeting at Tardebigge which led to the founding of the IWA.</i></p>	Noted	<p>Reword penultimate paragraph The Inland Waterways Association was founded following an informal discussion in 1945 between LTC Rolt (author of Narrowboat) and Robert Aickman held on board Cressy, Rolt's narrowboat while it was birthed at Tardebigge Reword Caption Memorial of the meeting at Tardebigge which led to the founding of the IWA</p>

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
18		7		We suggest that the map also show the routes of the Dudley No. 2 (Lapal) Canal, the Stratford Canal and the Droitwich Canals.	The purpose of the map is indicate the location and extent of the W&B Canal	
19		11	4 th para	<p>We believe that the tunnels at West Hill and Tardebigge were always unavoidable and that John Snape's report of 1792 related to changes north of West Hill.</p> <p>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.</p> <p>The way south from 'Old Wharf' required a tunnel through the ridge of high ground which extends from the Clent and Lickey hills through Finstall, Tardebigge, Webheath and southwards.</p>	<p>Noted</p> <p>In 1792 John Snape amended his earlier plan of 1789 and reduced the route by around two miles. The reduction in length was to be achieved by tunnelling rather than following the contours of the land in places including at Tardebigge</p>	Amend the text accordingly In 1792 John Snape had amended his earlier plan of 1789, and reduced the route by around two miles. The reduction in length was to be achieved by tunnelling rather than following the contours of the land in places including at Tardebigge

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
20		12	1 st para	<p>..... A way of avoiding this was to construct a series of boat lifts which would require considerably less water., however there were concerns regarding safety and reliability. It was then confirmed that not as much water was required for locks as initially thought an ample supply of water would be available from the Birmingham level, and it was decided to pursue the construction of locks instead.</p>	<p>Having rechecked this, with reference to Alan White's book, it would appear that it was decided that plans for three supply reservoirs, with possibly four more were viable as there was plenty of surplus floodwater available on the River Rea</p>	<p>Amend text deleting, '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,' with ' It decided to use locks instead of a lift as plans for three supply reservoirs, with possibly four more were viable as there was plenty of surplus floodwater available on the River Rea, at summit level.</p>

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
21		13	Para 3	<p>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. This book prompted Robert Aickman in 1945, to visit Rolt on his boat Cressy then moored at Tardebigge New Wharf. Rolt and Aickman then went on together with Charles Hadfield to establish With Charles Hadfield and Robert Aickman, Rolt formed the Inland Waterways Association in (IWA) in 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.</p> <p>.....</p>	Noted	<p>Reword Paragraph 3 This book prompted Robert Aickman in 1945, to visit Rolt on his boat Cressy then moored at Tardebigge New Wharf. Rolt and Aickman then went on together with Charles Hadfield to establish the Inland Waterways Association (IWA) in 1946.</p>

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
22		14	Para 4.3.2	<p>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 foot change of level, and replaced a working boat lift. This lock was originally operated with a side pound into which water from the top half was diverted before refilling the bottom half, thus saving half a lock of water. The disused side pond forms the garden to the Top Lock Cottage. The side ponds on the Droitwich Junction Canal at Hanbury are still in use. In addition</p> <p>at the end of this paragraph add</p> <p>Apart from the deep top lock all the other 57 locks on the canal provide a 6 foot change in level.</p>	Noted	<p>Add</p> <p>This lock was originally operated with a side pound into which water from the top half was diverted before refilling the bottom half, thus saving half a lock of water. The disused side pond forms the garden to the Top Lock Cottage.</p> <p>Apart from the deep top lock all the other 57 locks on the canal provide a 6 foot change in level</p>

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
23		15	1	<p>All the locks are narrow pound locks, accommodating a single boat, 7 feet in width and 70 feet in length. 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, single at the head and a mitred pair at the tail, are 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.</p>	Noted	<p>Reword the paragraph as follows; All the locks are narrow locks, accommodating a single boat, 7 feet in width and 70 feet in length. 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, single at the head and a mitred pair at the tail, are 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 handworked by paddle gear mounted on a stand in the ground nearby-</p>

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
Page 118		15	2	<p>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. The filling and emptying of the lock chamber is controlled by paddles. Originally the W&B locks had ground paddles at both the head and tail. In the-1880s the ground paddles at the tail were replaced-with gate paddles with the 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 on top of the gate. The design of this tail gate paddle gear is unique to the Worcester & Birmingham Canal. Excess water in the pound above a lock is diverted over a weir or bywash into a culvert bypassing the lock. These are usually found on the non-towpath side but at Lock 27 at Whitford Bridge it is located behind the towpath.</p>	Noted	<p>Reword the paragraph as follows;</p> <p>The filling and emptying of the lock chamber is controlled by paddles. Originally the W&B locks had ground paddles at both the head and tail. In the-1880s the ground paddles at the tail were replaced-with gate paddles with the gearing mounted on an iron stand on top of the gate. The design of this tail gate paddle gear is unique to the Worcester & Birmingham Canal. Excess water in the pound above a lock is diverted over a weir or bywash into a culvert bypassing the lock. These are usually found on the non-towpath side but at Lock 27 at Whitford Bridge it is located behind the towpath.</p>
	24		22	4	<p>the steam tugs which towed boats through the Tardebigge, and Shortwood and Wast Hill Tunnels. The preserved hull of one of the tunnel tugs is located adjacent to the Warehouse.</p>	Noted

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
25		24		<p>Add</p> <p>Lime Kilns. On the north side of the basin there are a row of five “flare” or “draw” kilns, the first three dating from 1811 with two added at a later date. Fuelled with coal brought along the canal to the wharf, they burnt limestone probably for mortar and agricultural fertiliser, from Dunhampstead and Himbleton. These kilns are believed to be the only lime kilns within the County that are accessible to the public. A project to conserve the kilns is underway, led by the Worcester, Birmingham & Droitwich Canals Society.</p>	Noted	<p>Lime Kilns. On the north side of the basin there are a row of five “flare” or “draw” kilns, the first three dating from 1811 with two added at a later date. Fuelled with coal brought along the canal to the wharf, they burnt limestone probably for mortar and agricultural fertiliser, from Dunhampstead and Himbleton.</p>
25			3rd Para	<p>..... being living accommodation. The post office was in use from at least the 1st World War but closed in 1922.</p>	Noted	
26		25		<p>New paragraph suggested</p> <p>Dusthouse Tramway A wharf just below the Top Lock was served by a tramway from Dusthouse Quarry.</p>	Noted, but no evidence of this remains	

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
27		26	1 st para	Adjacent to Lock 58, on the off side is a memorial commemorating the discussion in 1945 which led to the founding of-the Inland Waterways Association Memorial at Tardebigge in-1946.	Noted	Adjacent to Lock 58, on the off side is a memorial commemorating the discussion in 1945 which led to the founding of-the Inland Waterways Association in-1946.
28		28	After Para 4	There are mooring rings set in the towpath behind the blue brick edging along the whole length between Bridge 54 and Lock 56.	Noted	

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
29		29	Para 2	<p>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.</p> <p>The engine was dismantled in 1915. 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.</p> <p>Evidence of this culvert has been seen in the field below Tardebigge Church where collapses have been observed. The building remained unused and derelict until 1961 when British Waterways leased the property to Martin Hone for use as a country club. The restoration and conversion incorporated iron work from the old Birmingham Reference Library and won a European Architectural Award. Martin Hone, a former Porsche works driver also ran the Opposite Lock Club on the W&B canal at Gas Street Basin. From 1990 until 2005 the building was known as 'Tylers Lock on the Water' and in 2013 it was converted to residential use.</p>	Noted The various uses of the building are summarised in the last paragraph on page 28	

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
30		30	Para 2conservatory to the rear. This cottage was the birthplace of Pat Warner author of 'Lock Keepers's Daughter A Worcestershire Childhood' .	Noted Reference is made to the book in Appendix 6	
31		35	Para 3	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. George Bate's grandfather, a blacksmith and previously the licensee of the Red Lion at Bradley Green moved to the Queens Head in 1869 and built a wharf and blacksmiths shop alongside. In the 1970s the buildings were converted and extended into pub/restaurant business	Noted John Bate, a blacksmith who had also been a licensee of the Red Lion, in Bradley Green moved to the Queen's Head around 1869. He continued to work as a blacksmith setting up his workshop and forge on the wharf behind the Inn which became known as Bate's Wharf	Add the following text to Paragraph 3, page 35 'John Bate, a blacksmith who had also been a licensee of the Red Lion, in Bradley Green moved to the Queen's Head around 1869. He continued to work as a blacksmith setting up his workshop and forge on the wharf behind the Inn which became known as Bate's Wharf'

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
32		39		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. This woodland was planted by the Harris Brush Company to supply wood for brush handles to their nearby works. 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.	Noted	Add the following to the third paragraph This woodland was planted by the Harris Brush Company to supply wood for brush handles to their nearby works.
		43	After Para 2	Located here is the boat building business 'Crafted Boats' founded by John L Pinder in 1953. It was John Pinder who in 1957 produced his toll receipt for a passage by canoe along the Stratford Canal as evidence that the canal was still navigable.	Noted but not particularly relevant to the W&B Canal CA	

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
34		50	Before Final para	<p>A number of features of the canal are unique to the W&B, in particular.</p> <p>The buildings and of the Sharpness New Docks Company.</p> <p>The cast concrete bridge and lock numbers.</p> <p>The tail gate lock gear.</p> <p>The lock flight name boards created by WBCS Member Peter J Freakley in 1987.</p> <p>The rough hewn milestones – the Canal Society is re-creating these.</p>	Section 3 summarises the main elements of the character of the Conservation Area. The detail highlighted in these points is referenced in other parts of the document.	
		55	Para 4	<p>The following wording is suggested:-</p> <p>The Inland Waterways Association was founded following discussions between LTC Rolt (author of Narrowboat) and Robert Aickman held on board Cressy, Rolt's narrowboat while it was birthed at Tardebigge. The IWA played a major role in saving the canal network in this country.</p>	Noted the re wording adopted in point 17 will be added here	The Inland Waterways Association was founded following an informal discussion in 1945 between LTC Rolt (author of Narrowboat) and Robert Aickman held on board Cressy, Rolt's narrowboat while it was birthed at Tardebigge

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
36		53	Para 4.6.2	Work with the NWEDR Team, and the Canal and Rivers Trust and the Worcester Birmingham & Droitwich Canals Society to further promote the use of the canal as a leisure resource.	We are proposing to work with NWEDR as the Council department which promotes economic development and the CRT as owners. We could add other interested parties rather than be definitive beyond these two bodies.	Add ' and other interested parties'
37		53	Para 4.6.2	The protection of the natural environment should be an issue for the Management Plan.	The Appraisal and management Plan are concerned with the built heritage. The Conservation Team are not qualified to comment on natural environment issues.	
38		58		Suggested additional candidates for the Local Heritage List. Lime Kilns at New Wharf The Queens Head	The list on page 58 is not definitive and all candidates noted would have to be considered against the criteria in the Local Heritage List strategy before they could be formally added to the Local Heritage List	Add these two candidates to the list in Appendix 3, but also note that, All candidates will have to be considered against the criteria in the Local Heritage List Strategy Document (2013) before they can be formally added to the list
39		61	Glossary	Add definition of a Bywash A weir and culvert allowing excess water in a pound to bypass the lock chamber.	Noted	Bywash A weir and culvert allowing excess water in a pound to bypass the lock chamber.

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Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
40		62	references	<p>Add Bolton, D., 1990. <i>Race Against Time: How Britain's Waterways Were Saved</i></p> <p>White. A., 1997 <i>A Worcestershire Dynasty: Dixons of Tardebigge: The History of a Family Farming and Business Empire. Brewin Books</i></p>	These books were not referred to when writing the Appraisal, but they would be useful references	Add these titles to the list of references for further information
41		63		The CA boundary should include the narrow strips of land on the offside where the bywashes are located as well as the offside lock landings i.e. the Canal & River Trust ownership boundary.	See response to 11 above`	
42			Map 1A	<p>Include Lime Kilns</p> <p>Show small buildings adjacent to No8 Timber Store and Mill</p> <p>Show site of Tunnel Tug</p>	The historic buildings at the wharf have been indicated. The Tug may be relocated so to avoid confusion its precise location at the wharf has been omitted.	Location of Lime Kilns indicated
43			Map 1B	Query negative impact of Plymcot (opposite Plymouth House)? Neutral maybe?	The property has been poorly maintained and unsympathetically altered. Although it is of historical significance, it is considered to have a negative impact on the Conservation Area. A scheme of improvement works would be welcomed.	

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
44			Map 1B	Show limekilns as a positive feature		Lime kilns are indicated as a positive feature due to their archaeological and historic interest
45	Neil Franklin		Map 1 B	<p>No mention is made of the Transport Trust Transport Heritage Site denoted by a red plaque at Top Lock. This was the site of an experimental man-powered boat lift unique in the world. Was also the place where a number of men were killed during its use.</p> <p>Not enough is made of the boat lift in the general description of the heroic Canal.</p>	<p>Mention is made of the boat lift on page 12 in the section headed 'Historic Development and Archaeology. The boat lift no longer exists and it was decided to construct locks. This section of the Appraisal is a brief historical overview. References are listed at the end of the document, where more information can be found. The location of the boat lift is indicated by a Transport Trust , Transport Heritage plaque adjacent to Top Lock Cottage</p>	Add the following text to first paragraph on page12,' The location of the boat lift is indicated by a Transport Trust , Transport Heritage plaque adjacent to Top Lock Cottage'
46				The lime kilns are not denoted on the map. They are a major feature of the Tardebigge area and should be denoted as such	See response to point 44 above.	
47	John Richardson			All the houses and buildings in Tardebigge new Wharf and Tug Row should be listed as it might stop the plastic windows, out houses being taken down. The houses sold by the CRT all have covenants to stop plastic windows, outbuildings being demolished etc but CRT does not enforce the covenants, listing would help.	<p>Historic England decides which buildings should be listed, and anybody can make an application for listing.</p> <p>The Local Authority cannot enforce CRT's covenants</p>	

Reference No	Name	Page No.	Para. No.	Response	Officer response	Action proposed
48	Philip Shrieves			The properties shown on map reference 1A , 2 to 11 and 15 should be added to the heritage list in order to keep them in their original form. Two properties in Tug Cottages have already had alterations carried out since being sold by British Waterways with lean to buildings at the rear taken down and extra windows installed.	See response to 47	
Page 128				The Superintendents house has a fine sandstone boundary wall which runs along the side of the footpath towards the property known as Plymcot this is now mostly lost to view due to the vegetation growth which maybe causing damage to the sandstone, it would be nice to see the growth removed.	This would be the responsibility of the owner of the wall.	
				Bridge 56 is shown as a listed building on map reference 1A. This site is blighted by the boat owners personal items on both sides of the bridge. In the past CRT have told boat owners they cannot have items alongside their moorings and have given them instructions for these to be removed.	This is a matter for the CRT	

CABINET

13th January 2020

Homelessness Prevention Grant Allocation for 2021/22

Relevant Portfolio Holder	Cllr Shirley Webb
Portfolio Holder Consulted	Yes
Relevant Head of Service	Judith Willis –Head of Community Services
Wards Affected	All
Ward Councillor Consulted	No
Key Decision	

1. SUMMARY OF PROPOSALS

- 1.1 This report seeks Members approval to award the new Homelessness Prevention Grant which uplifts and combines Flexible Homelessness Support Grant and Homelessness Reduction Grant and the usual Homelessness Grant to specific schemes recommended by the Strategic Housing Manager. Additionally, it seeks to delegate authority to the Head of Community and Housing Services, in consultation with the Portfolio Holder for Housing, to allocate any underspend of grant during 2020/21 on schemes to prevent homelessness and assist those who actually become homeless.
- 1.2 The purpose of the new ringfenced Homelessness Prevention Grant fund is to give local authorities control and flexibility in managing homelessness pressures and supporting those who are at risk of homelessness. The Government expects local authorities to use it to deliver the following priorities:
- To fully enforce the Homelessness Reduction Act and contribute to ending rough sleeping by increasing activity to prevent single homelessness
 - Reduce family temporary accommodation numbers through maximising family homelessness prevention
 - Eliminate the use of unsuitable bed and breakfast accommodation for families for longer than the statutory six week limit.

2. RECOMMENDATIONS

That Cabinet RESOLVE as follows:-

- 2.1 That the initiatives in 3.7 be approved to receive allocation of funding 2021/22.

CABINET

13th January 2020

- 2.2 That delegated authority be granted to the Head of Community and Housing Services following consultation with the Portfolio Holder for Strategic Housing to use any unallocated Grant during the year or make further adjustments as necessary to ensure full utilisation of the Grants for 2021/22 in support of existing or new schemes.

3. KEY ISSUES

Financial Implications

- 3.1 In addition to the annual MHCLG Homelessness Grant, the Council has been awarded new Homelessness Prevention Grant that combines and uplifts Flexible Homelessness Grant and Homelessness Reduction Grant. This report sets out how the Council intends to utilise this funding to create a package of support and services to prevent homelessness and support those who become homeless.
- 3.2 The annual homelessness grant to BDC, allocated through the Ministry of Housing, Communities and Local Government (MHCLG) has been used each year since 2002 to fund a range of homelessness support services and schemes that focus upon the prevention of homelessness and repeat homelessness. These schemes play a key role in meeting the Council's Vision:
- ‘To enrich the lives and aspirations of all our residents, businesses and visitors through the provision of high quality services, ensuring that all in need receive the appropriate help and support’.
- 3.3 The new Homelessness Prevention Grant has been ring fenced by the MHCLG for activities that prevent and deal with homelessness.
- 3.4 The Council has agreed a budget of £112,000 for the 2021/22 Homelessness Grant allocation. In addition, Worcestershire County Council ordinarily allocates £11,200 to the Council to part fund the Young Persons Pathway Worker post. The new Homelessness Prevention Grant award is £158,594.
- 3.5 The Council therefore has the following for Homelessness Prevention Services and Housing Options in 2020/21 (including grant from Worcestershire County Council), as follows:

Grant	2020/21
Homelessness Grant Including YPPW	£127,200

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Homelessness Prevention Grant	£158,594
Total Grant Available	£285,794

Legal Implications

- 3.6 Homelessness support and prevention initiatives and schemes developed and funded through MHCLG Grant assist the Council in meeting its statutory duties to those threatened with homelessness and those who are actually experiencing homelessness, including those placed in Temporary Accommodation under the Homeless provisions of the Housing Act 1996 (as amended).

Service / Operational Implications

- 3.7 It is recommended that the Grant monies are allocated as follows:

Grant Allocation	2020/21 £ (up to)
Young Persons Pathway Worker – support to prevent homelessness for under 25's	24,700
Worcestershire Strategic Housing Partnership Co-ordinator – contribution towards county-wide development and delivery of housing initiatives in partnership with other agencies	6,300
Single Person and Childless Couples Homelessness Prevention Service top up	1,924
CCP - Rapid Response Winter Weather Workers to respond to notifications of rough sleeping during the coldest months	3,500
No Second Night Out Rough Sleeping Accom	1,000
St Basils Crash Pad – provide a unit of emergency accommodation to young homeless people	10,164
NewStarts - Provide Furniture and Volunteering Opportunities for Ex-Offenders – supports tenancy sustainment and provides future employment opportunities/reduces risk of reoffending	15,000
Fry/Accord Housing Related Support – helping ex-offenders remain housed/seek employment	22,539

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13th January 2020

St Basils Foyer – provides stable accommodation/support for young people - 14 units – fully occupied during last financial year	30,000
Managing Temporary Accommodation Costs for BDHT	15,500
CCP- outreach and prevention service targeting rough sleepers and those at risk of rough sleeping.	25,269
North Worcestershire Basement Project - Support for young people at risk of homelessness	35,000
bdht – Homelessness Reduction Act New Burdens	36,975
Step Up – Private Tenancy Scheme	18,200
bdht - HomeStart Packs	1,100
Total committed expenditure	247,171

- 3.8 An element of the BDHT three year contract includes the management of Temporary Accommodation for Homeless Households. The Flexible Homelessness Support Grant from the Department for Communities and Local Government has been allocated for the purpose of managing temporary accommodation and supporting those who are homeless or threatened with homelessness. The Council therefore proposes to allocate £15,500 from this grant to fund this element of the service, as listed below
- 3.9 The notification of the uplift in grant was received on the 21st December 2020 and officers will need to undertake a review of the provision of services for the prevention of homelessness to make best use of this additional funding.
- 3.10 Delegated authority be granted to the Head of Community and Housing Services following consultation with the Portfolio Holder for Housing to use any unallocated Grant during the year or make further adjustments to current initiatives as necessary to ensure full utilisation of the Grant for 2021/22.

Customer / Equalities and Diversity Implications

- 3.11 The Homelessness Grant and Homelessness Prevention Grant will benefit customers by offering household's more options to prevent their homelessness, support them to remain in their own homes or help the

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13th January 2020

Council to manage and support households in Temporary Accommodation.

- 3.12 These schemes and functions play a role in meeting the Council's Strategic Vision:
'To enrich the lives and aspirations of all our residents, businesses and visitors through the provision of high quality services, ensuring that all in need receive the appropriate help and support'.
- 3.13 The grant will also benefit the larger community as opportunities to prevent homelessness will be maximised.

4. RISK MANAGEMENT

- 4.1 If the recommended schemes are not approved there is a risk that more households who are threatened with homelessness, or who are in housing need, will have limited alternative options. There is also therefore the risk that they may have to make a homeless approach and this could consequently lead to the following negative outcomes:
- Increased B&B costs
 - Increased rough sleeping in the District
 - Impacts on physical and mental health, educational achievement, ability to work and similar through increased homelessness
- 4.2 All recipients of Grant will enter into a grant agreement and have regular monitoring with officers on the delivery of the service

5. APPENDICES and BACKGROUND PAPERS

None

6. KEY

AUTHOR OF REPORT

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BROMSGROVE DISTRICT

Cabinet

13th January 2021

COUNCIL TAX BASE CALCULATION 2021/22

Relevant Portfolio Holder	Councillor Geoff Denaro
Portfolio Holder Consulted	Yes
Relevant Head of Service	Chris Forrester
Wards Affected	No
Ward Councillor Consulted	No
Non-Key Decision	

1. SUMMARY OF PROPOSALS

- 1.1 This reports sets out details of the calculation of the District's tax base for Council Tax setting purposes. The calculation of the Council Tax base is required as part of the determination of the level of Council Tax for 2021/22.

2. RECOMMENDATIONS

- 2.1 **Cabinet are asked to APPROVE that:**

The amount calculated by Bromsgrove District Council as the Council Tax Base for the whole area for 2021/22 is approved at **37,186.55** as detailed at **Appendix 1** to include the individual parish elements

3. KEY ISSUES

Financial Implications

- 3.1 The calculation of the Council Tax base forms the basis of the calculation of Council Tax for the new financial year. The Council Tax Base is calculated using a prescribed formula to generate the equivalent number of Band D properties in a District and also takes into account the number of Council Tax Support claimants within the area.

Legal Implications

- 3.2 The Local Authorities (Calculation of Council Tax Base) Regulations 1992, made under powers of the Local Government Finance Act 1992 specify the rules for the calculation of the Council Tax Base.

Service/Operational Implications

- 3.3 In October 2020, form CTB1 was submitted to the Department for Communities and Local Government. This analyses the draft Valuation List of properties into the various bands and then provides further details of those properties which are subject to the full charge, those entitled to discounts and those which are exempt.

- 3.4 This report is a summary of that return updated to include any known changes since November. It also makes provision for anticipated changes which could arise for a variety of reasons such as appeals, new properties or properties falling off the list. An allowance of 1.00% has been made for non-collection of the tax.
- 3.5 The Council is required to set a Council Tax Base each year, this forms part of the process of setting the following year budget. Failure to do so will result in the Council not being a Well Managed Organisation.

Customer / Equalities and Diversity Implications

- 3.6 There are no implications for the Councils Equalities and Diversity Policies.

4. RISK MANAGEMENT

- 4.1 There are no risk management issues.

5. APPENDICES

Appendix 1 - Council Tax Base Calculation for 2021/22

6. BACKGROUND PAPERS

Held within Revenue Services

AUTHOR OF REPORT

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BROMSGROVE DISTRICT

Cabinet

13th January 2021

APPENDIX 1

Schedule of Council Tax Base by Parish Areas 2021/22

	£
Unparished	13,836.88
Alvechurch	2,319.86
Barnt Green	1,030.11
Belbroughton	1,207.16
Bentley Pauncefoot	199.40
Beoley	456.81
Bourneheath	216.97
Catshill and North Marlbrook	2,325.36
Clent	545.53
Cofton Hackett	1,116.87
Dodford with Grafton	406.77
Finstall	320.71
Frankley	46.62
Hagley	3,183.43
Lickey and Blackwell	2,109.89
Hunnington	234.71
Romsley	659.98
Parish of Stoke	1,815.98
Tutnall and Cobley	367.28
Wythall	4,786.23
Total for whole area	37,186.55

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