



## **BROMSGROVE DISTRICT COUNCIL**

### **MEETING OF THE LOCAL DEVELOPMENT FRAMEWORK WORKING PARTY**

**THURSDAY, 23RD OCTOBER 2008 AT 4.00 P.M.**

**COMMITTEE ROOM, THE COUNCIL HOUSE, BURCOT LANE, BROMSGROVE**

**MEMBERS:** Councillors Mrs. J. Dyer M.B.E. (Chairman), P. J. Whittaker (Vice-Chairman), Mrs. M. Bunker, S. R. Colella, G. N. Denaro, Mrs. R. L. Dent, R. Hollingworth, Mrs. J. D. Luck, E. J. Murray, S. R. Peters, Mrs. M. A. Sherrey JP, E. C. Tibby and C. J. K. Wilson

### **AGENDA**

1. To receive apologies for absence and notification of substitutes
2. Declarations of Interest
3. To confirm the accuracy of the minutes of the meeting of the Local Development Framework Working Party held on 17th September 2008 (Pages 1 - 4)
4. Development of Options for the West Midlands Regional Strategy in Response to the National Housing and Planning Advice Unit Report (Pages 5 - 50)
5. Regional Spatial Strategy Second Stage Report (Pages 51 - 124)
6. Draft Core Strategy (Pages 125 - 192)
7. 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

The Council House  
Burcot Lane  
BROMSGROVE  
Worcestershire  
B60 1AA

15th October 2008

K. DICKS  
Chief Executive

## BROMSGROVE DISTRICT COUNCIL

### MEETING OF THE LOCAL DEVELOPMENT FRAMEWORK WORKING PARTY

WEDNESDAY, 17TH SEPTEMBER 2008, AT 4.00 P.M.

PRESENT: Councillors Mrs. J. Dyer M.B.E. (Chairman), Mrs. M. Bunker, S. R. Colella, Mrs. R. L. Dent, R. Hollingworth (during part of Minute 21/08), Mrs. J. D. Luck, E. J. Murray, S. R. Peters (during Minute Nos.18/08 to 20/08 and part of 21/08) and E. C. Tibby

Officers: Mr. D. Hammond, Mr. M. Dunphy, Mrs. R. Williams, Mr. A. Fulford, Ms. S. Lai, Mr. A. Harvey and Ms. R. Cole.

#### 18/08 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors G. N. Denaro and C.J. K. Wilson.

#### 19/08 DECLARATIONS OF INTEREST

No declarations of interest were received.

#### 20/08 MINUTES

The minutes of the meeting of the Local Development Framework Working Part held on 3rd July 2008 were submitted.

**RESOLVED** that the minutes be approved as a correct record.

#### 21/08 CORE STRATEGY

The Working Party considered a report on progress made towards the preparation of the Preferred Options Core Strategy and the proposed timetable for the remainder of the process.

The Chairman reminded the Working Party that the Core Strategy was a strategic level document which was required to be in line with national planning policy and in conformity in general with the West Midlands Regional Spatial Strategy (RSS). There was a danger if fundamental alterations were made at this stage that the Strategy would be rejected by the Government as had occurred in other Authorities such as Lichfield District Council and Stafford Borough Council and which had resulted in delay and significant cost implications for those Authorities.

The Head of Planning and Environment confirmed that the Core Strategy was a very strategic document and it appeared to be a priority for the Government to compel Local Authorities to drive forward the production of Core Strategies which were in accordance with the RSS. The Strategy had to be flexible in

order to meet the emerging phased revisions of the RSS in relation to housing figures and this clearly added to the complexity of the process. Once the approved Core Strategy was in place it would then be possible to introduce Supplementary Planning Documents (SPD) which could relate to the issues which Members wished to see addressed.

Members of the Working Party expressed concern that the projected date for the adoption of the Core Strategy was July 2010 and that therefore no SPD could be put in place until after that date. There was concern that within the constraints of the amended planning system there was a lack of opportunity to take into account the specific needs of the District, particularly in view of an ageing population profile and the Green Belt situation.

Reference was made to the progress made on the various studies which had been commissioned or were being completed in house to form the evidence base of the Core Strategy and inform the Core Policies within the Strategy. A number of the studies were still awaited although they were due to be received shortly and the draft Strategy would be subject to further amendment to take account of the outcome of these. It was anticipated that a further meeting of the Working Party would take place in October 2008 to consider the final version of the Core Strategy prior to the Preferred Option consultation.

There was then detailed consideration of the Core Policies within the Core Strategy and it was

**RESOLVED** that the progress made on the production of the Core Strategy be noted together with the timetable and that the Core Strategy be revised and amended to take full account of the following comments:

**CP2 Distribution of Housing**

Policy options to be re-assessed to see if an allowance can be made for more development to take place in the more rural locations in the District.

**CP3 Rural Regeneration**

Amendments to be made to reflect the comments for CP2 and to encourage local employment .

**CP7 Distribution of New Employment Development**

Amendments to be made to reflect the comments for CP2 and to encourage employment needs to be met within villages.

**CP9 Sustainable Transport**

A recognition to be included of the need to develop sustainable transport on an east/west axis as well as north/south. Cycling to be encouraged in a safe environment.



### **CP12 Type, Size and Tenure of Housing**

Amendments to be made to reflect the final results of the Housing Market Assessment and to reflect the deep concern of Members that the housing supplied should meet the range of needs of older people including Extra Care facilities.

### **CP14 The Scale of New Housing**

The Authority's response to this issue would be fully addressed at a later stage but there should be a recognition included within this document of the opposition to the current RSS proposals.

The meeting closed at 5.40 p.m.

Chairman

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## BROMSGROVE DISTRICT COUNCIL

### LOCAL DEVELOPMENT FRAMEWORK WORKING PARTY

23<sup>RD</sup> OCTOBER 2008

#### SUMMARY OF REPORT PREPARED BY NATHANIEL LICHFIELD AND PARTNERS - DEVELOPMENT OF OPTIONS FOR THE WEST MIDLANDS REGIONAL SPATIAL STRATEGY IN RESPONSE TO THE NATIONAL HOUSING AND PLANNING ADVICE UNIT REPORT

Responsible Portfolio Holder	Cllr Jill Dyer
Responsible Head of Service	Dave Hammond
Non-Key Decision	

#### 1. SUMMARY

- 1.1 The report below summarises the findings of a study prepared by Nathaniel Lichfield and Partners (NLP) commissioned by the Government Office for the West Midlands (GOWM). This was in response to concerns expressed by Baroness Andrews, that the submitted preferred option Regional Spatial Strategy (RSS) review did not deliver the required amounts of housing as reported by the National Housing and Planning Advice Unit (NHPAU).

#### 2. RECOMMENDATION

- 2.1 That members note the contents of this report

#### 3. BACKGROUND

- 3.1 The summary below is structured to reflect the structure of the NLP study, as well as an overall summary of what each section contains, key findings specific to Bromsgrove, or general findings which could be applied to Bromsgrove have been included where possible.
- 3.2 The full title of the report is; Development of Options for the West Midlands Regional Spatial Strategy in Response to the National Housing and Planning Advice Unit report, and is split into 7 volumes which consist of;

- The Main Report
- The Appendices
- Background review
- Sustainability Appraisal (SA) - Non Technical summary
- Sustainability Appraisal (SA) - Full Report
- Habitat Regulations Assessment - Screening Report
- Habitat Regulations Assessment - Full Report

3.3 The focus of this summary is the main report and any relevant sections of the Appendices and the SA, the report is split into 9 chapters including an executive summary, which has been included with this report as appendix 1.

### 3.4 **Introduction**

This section of the report sets the context for the report and highlights the various sections. As members are aware the report has been commissioned in response to a request from Baroness Andrews, who expressed concern that the submitted RSS did not deliver the amount of new build housing that the NHPAU recommended would be required for the region in the next 20 or so years. The NHPAU's supply range indicated that between 12,300 to 80,700 additional new homes, over and above those already indicated in the RSS preferred option would be required across the region up to 2026, this brings the total amount required to somewhere between 365,600 (RSS preferred option) to 445,600 (upper limit of the NHPAU figures)

3.5 It is stressed in this section that the report is "*intended to provide a transparent and objective analysis of a series of options for delivering additional housing*" the GOWM will be using the report as a basis for their formal response to the RSS revision. It is unlikely Local Authorities will have any steer as to the nature of the GOWM response until the deadline of 8<sup>th</sup> December. NLP also make it clear that the results of their study are not formal policy or proposals of Government, but purely independent evidence which sets alternative choices for how the region *might* deliver additional housing to inform the Examination in Public on the Phase 2 RSS revision.

### 3.6 **Methodology**

This section describes how the report has been split into 5 separate processes, which are designed to either run concurrently, or be more discrete sections of work which have been informed by the preceding stage of the process and all come together at the end to for the complete study. NLP do stress that the report does not:

- Provide an exhaustive review of all implications of making provision for additional housing in line with the NHPAU supply range through RSS;
- Question the existing housing provision of RSS Phase 2 Preferred Option;
- Set out to identify the 'optimal' strategy for the region either in respect of housing provision or otherwise; or
- provide advice to the region and its stakeholders on the approach that RSS should take on a wide range of planning, economic or other matters.

### 3.7 **Element 1: Evidence base**

Volume three of the complete study contains the full review of all the background evidence which informed the RSS phase 2 preferred options. It also contains details of the various stakeholder meetings and findings from

the first regional seminar held by NLP. The review of the evidence was used to generate the original nine options for discussion.

### 3.8 Element 2: Generation of Options

The options were generated following on from the review of the evidence base and stakeholder meetings/seminar an internal consultant team workshop was also used. Nine options were generated which were presented at the second regional seminar on the 8<sup>th</sup> July, a summary of these options can be seen in appendix 2.

### 3.9 Element 3: Sustainability Appraisal

Under EU directive 2001/42/EC this study is not required to have a Sustainability Appraisal. However, to ensure the information contained is robust and credible it has gone through the same appraisal process as the preferred option RSS. Similarly as with the preparation of the BDC Core Strategy, the SA process is a continuous one which underpins the preparation of the report. The SA for the NLP study is also accompanied by a Habitat Regulations Assessment and has been prepared in conjunction with all the other elements of the study.

### 3.10 Element 4: Impacts and Risks

The nine options were then assessed with regard to the potential impacts and delivery risks, the level of the assessment being to determine if any of the options had potential 'showstoppers.' It was not a highly detailed assessment and it is accepted there will be more localised impacts and risks of some of the options which cannot be determined through a study of this level.

The criteria used to assess the impacts and risks are detailed below:

Impacts	Delivery Risks
Transport	Infrastructure Provision
Community and Social Infrastructure	Transport infrastructure
Hydrology	Market Delivery
Landscape	Planning
Housing Market	Public Sector Delivery
Economy	

### 3.11 Element 5: Impacts on RSS and Policy

The options were then tested against the principles and objectives of the RSS, Housing Green Paper and PPS3: Housing. The results of this testing are summarised in 3.26 to 3.31 below.

### 3.12 Background Evidence

As indicated in 3.7 a review of a huge amount of evidence took place in order to generate the options to be tested, and key findings from this review are highlighted below in 3.13 to 3.25

- 3.13 **RSS Policy** - The brief for the study stressed the work had to look at delivering higher levels of housing growth whilst maintaining as many of the principles of the RSS as possible. In looking through these principles, NLP conclude that there is not one which explicitly deals with meeting identified housing needs and tackling affordability, although it is accepted this issue is contained in national policy.
- 3.14 **Demographic Change** - The study does not test the current published levels of need or demand identified for the region, but rather it takes the NHPAU figures and determines which level within the range of figures identified is suitable and deliverable within the West Midlands region.
- 3.15 Research into population projections and migration flows indicate that none of the authorities across the region are likely to experience a decline in population over the period 2006-26. There are differences in the levels of indigenous growth with Birmingham experiencing high levels, and declines predicted in some of the more rural areas, such as Malvern. International migration is focussed on the conurbation whereas internal migration is an outward flow from the conurbation to Shire districts, such as BDC.
- 3.16 A comparison of the RSS provision with the 2008 household projections shows areas where there are shortfalls in provisions if only the preferred option houses were developed. This shows the biggest shortfall is in the south east quadrant of the region, which includes Bromsgrove, where a shortfall of approximately 5900 is identified for the district.
- 3.17 **Housing Markets, Affordability and Mix** -  
A summary of the various housing markets assessments revealed a range of housing market issues across the region. Of particular importance for BDC is the finding that *'Within the South Housing Market Area there is a peculiar effect of a particular shortage of affordable accommodation reducing the apparent need for it by means of displacement of need to another district. The displacement effect of households in need will be quite significant for the districts of Bromsgrove and Stratford on Avon and Warwick.'* This clearly indicates that there is a problem of a lack of affordable housing in the district, which is being masked by the amount of people having to make their housing choices outside of the district.
- 3.18 Investigation into the relative affordability across the region shows a pattern of the southern and western Shire counties having the biggest gap in affordability. Malvern Hills has the biggest challenge; where lower quartile houses are 11.26 time higher than lower quartile incomes, whilst not as large in Bromsgrove, where a significant gaps exists, the ratio being 9.70 times higher. The Major Urban Area (MUA) has much smaller gaps in affordability, although even here they still remain a significant challenge.
- 3.19 **Housing Supply Land and Proposals** - Data also reveals that a large amount of new house building completions in the MUA over recent years has been apartment style development, which poses the question about the

mix of housing to be provided in the MUA in the years up to 2026. More provision is likely to be needed for family housing which obviously will have larger land requirements, limiting the ability of the MUA to deliver the gross amount of housing identified if the needs of the community are to be met.

- 3.20 Investigation also revealed that a high level of the supply identified is on hard to develop and expensive brownfield sites. The risks of relying on these sites to meet the needs are considerable, especially with the current downturn in the market, decreasing the viability of these sites further.
- 3.21 **Economic Change** - The region as a whole is judged to be underperforming economically when compared to other UK regions. This is largely based still on a reliance on the manufacturing industries, with a lower proportion of higher value added industry sectors such high technology. There have been areas of high employment growth in places like Malvern Hills and the South East quadrant; although Bromsgrove has been identified as having only small scale employment growth. Bromsgrove has been identified as having a high level of out commuting especially into Birmingham, with approximately 30-40% of working age people in Bromsgrove travelling into Birmingham for work.
- 3.22 **Regeneration** - There are a number of regeneration areas across the region mainly in the MUA such as the Birmingham/Sandwell pathfinder Housing Market Renewal Area. NLP have indicated these areas will have to be tackled sensitively when distributing new housing growth, in order to make sure current progress in these areas in not undermined.
- 3.23 **Transport infrastructure** - there has been significant investment in transport infrastructure over recent years with some significant schemes either underway or in some cases completed. It is identified that more will be required, especially at a local level, to deliver the RSS preferred option and therefore anything over and above this will also need to be factored in the final RSS.
- 3.24 **Energy, Utilities, and Hydrology** - The evidence used to support the RSS identifies there are some issues around the delivery of new water resources to support new housing growth, although these are more likely to be localised and should not prevent housing growth taking place. Similarly with managing flood risk, there will undoubtedly be localised issues which will have to be dealt with through the development of core strategies.
- 3.25 **Landscape, Ecology and other Planning Designations** - There are many of these types of designation across the region although, it is suggested, that the LDF process can help to maintain the integrity of these designations through careful allocations polices. One key consideration is the extent to which green belt designations are a constraint in reviewing the distribution of additional housing growth. NLP suggest it will be important to balance the impact of green belt alterations and the need to deliver additional housing growth.

### 3.26 Housing in the RSS Revision

This section of the NLP report summarises the figures contained within the RSS preferred option, which members have been briefed on at previous working groups meetings.

3.27 NLP benchmark the RSS proposals against some key criteria which indicate where the RSS is under-providing against both the projections for need and also the ability to deliver growth. For Bromsgrove the RSS under-provides on both counts. The benchmarking shows that Bromsgrove needs 5900 more units than being allocated just to meet the projections for required growth. Based on past build rates, the district can deliver 329 more units per annum than the RSS preferred option currently allows.

### 3.28 Housing Options

This section of the report describes the approach NLP took to developing the nine options and they are keen to point out the role of the Options is to reflect, and where necessary, test:

- The impacts on underlying objectives of RSS and Government Policy
- Key constraints on development
- The range of policy choices, their impacts, and ‘trade-offs’
- Deliverability

The nine options generated are summarised at appendix 2

3.29 The options are then appraised against the following criteria; Impact, delivery risks, SA, Habitat Regulations Assessment, and RSS and housing policy. All the options score differently in the assessment, with the options that deliver smaller amounts of growth scoring better against impact and risk criteria, although poorly against RSS and housing policy objectives, and the reverse happens for those options which propose larger amounts of growth. The options appraisal is then translated into more tangible evidence in the form of the impacts on Local Authority or core strategy areas. The section on Bromsgrove is shown below

Location (Core Strategy Area) Phasing and other	Phase 2 Revision Preferred Option	Option	Nos. of Additional Units	Key Issues and Impacts	Key Infrastructure Challenges	Key Delivery Risks	Implementation Implications for additional growth  NLP Conclusions
Bromsgrove	2,100	3,9 7 8 9	6670 3500 5000 5000	Combination of proposals in options for Birmingham South and Redditch, alongside underlying significant ‘under-provision’ of RSS Phase 2 against CLG Projections (-5,900), past build rates (-329 pa), and major affordability ratio (9.7) indicate potential and need for further development. A review of the Green Belt would be necessary to accommodate growth.	There is a need to consider with providers the potential for combined impacts in south-west rail corridor. Depending on location,	Over doubling the RSS requirement Could present market capacity issues, and Redditch was not	Phasing would need to be dictated by timescales for transportation (e.g. train lengthening) and water supply/treatment improvements where necessary to support development, this might mean phasing to 2012+ Location of housing



			<p>Both Redditch and urban extensions to the Metropolitan area provide opportunities for using existing public transport infrastructure, alongside potential investment to upgrade.</p> <p>Good radial rail routes into Birmingham, but these lines have high utilisation and limited capacity approaching central stations, albeit that improvements are programmed.</p> <p>A need to consider the combined effect on rail provision to the south west in conjunction with development in urban area of Birmingham has been identified. In terms of the highway network, congestion on routes into Birmingham is currently significant. Whilst modeling demonstrated that growth would not give rise to significantly different impacts in comparison with RSS Phase 2 Revision Preferred Option, there is the potential for significant localised impacts depending on the location of development within the area. It has been suggested that impacts on the SRN would be most severe if development outside motorway box with potential impacts on motorway junctions that are currently at or close to capacity. Although these are important issues, there are potential mitigation measures and are not considered fundamental barriers to further housing growth, particularly at the lower levels.</p> <p>Area partly within Severn WRZ where there are water supply issues that will need to be addressed. Potential need for additional water treatment capacity depending on specific location.</p>	<p>development outside the motorway box could lead to significant traffic impacts on SRN that may require significant funding from development.</p> <p>There are challenges around ensuring sufficient water supply in Severn WRZ for both RSS Phase 2 Preferred Option and any additional growth.</p>	<p>identified as strong market focus if growth was located in that part of the Borough. Investment in infrastructure needed, and risk of non-delivery could hinder development but not considered a major issue, although market delivery could be an issue for higher output.</p>	<p>areas would need to consider infrastructure availability, funding and phasing of delivery at LDF stage in conjunction with providers/regulators</p> <p><b>Conclusion: Should be included in Options to reflect potential and opportunities for growth to Metropolitan area (c. 5,000 units) and Redditch (2,500 units)</b></p>
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3.30 The final column has significant impacts for Bromsgrove. In the conclusion NLP draw from the appraisal *Conclusion: Bromsgrove should be included in Options to reflect potential and opportunities for growth to Metropolitan area (c. 5,000 units) and Redditch (2,500 units)* the section on Redditch also indicated that growth can be catered for in Bromsgrove. It is on the basis of this appraisal that the final three growth scenarios were generated as described in 3.48 to 3.50.

3.31 The detailed analysis of all the nine options indicated that there are issues with physical impact and risk of delivering the higher levels of housing, although in many instances the actual impact or risk could not be quantified due to the strategic nature of the work. The main impacts and risks are flooding and flood risk and water supply; the outcomes of a green belt review; transport infrastructure; air quality; community and social infrastructure and economic. NLP are of the opinion that none of these impacts and risks should be insurmountable.

3.32 Section 8 of the study looks at two key areas, the first one being the RSS and Government objectives for housing and the second one is a summary of the most substantive opinions that were aired through the process of completing the study. The analysis of the RSS and Government objectives

identifies a number of key objectives that are particularly relevant to housing provision, they are;

- i) The deliverability of a variety of housing in both affordable and market sectors, taking into account the current economic downturn and the impact on timescales for delivering additional houses;
- ii) The implications for the MUAs and urban renaissance;
- iii) New settlements;
- iv) The impact on the Green Belt;
- v) Affordable housing supply;
- vi) The impact on transport and infrastructure;
- vii) The impacts on economic growth; and
- viii) The effect on rural renaissance.

The conclusions drawn from an analysis of these objectives are summarised below.

- 3.33 There is scope to identify more land for housing in the region. It is acknowledged that the identification of significant amounts of new supply will have localised impacts which are beyond the scope of this study to identify. The less visible impacts of not meeting the amount of new housing required must also be taken fully into account when considering land for new housing development.
- 3.34 The allocation of more housing to the region will not prevent the urban renaissance taking place. There is no evidence to suggest the amount of housing being proposed by the RSS is the full amount developable at which urban renaissance will take place, and nothing suggests that more development will prevent the urban renaissance taking place. The ability to define what the term 'urban renaissance' actually meant was also identified.
- 3.35 There is no evidence to suggest that allowing higher levels of development outside the MUA's will reduce supply within them and over recent years housing in the MUA's has risen due to the amounts of apartments developed. This market is now judged as being saturated and the restriction of supply outside the MUA's will not rekindle this market, as all it will do is restrict the overall amount of supply across the region.
- 3.36 There is no evidence to support the assumption that developing more housing in the rural areas of the region causes out migration. The availability of housing is one of the factors which influence these movement patterns alongside employment location; environmental quality; transport accessibility; quality of life / place (services / facilities / amenities); quality of education.
- 3.37 There are significant risks of under delivery if more housing is allocated to the MUA's which are already failing to meet the current targets for new housing development.

- 3.38 More allocations in fragile market areas could undermine existing regeneration strategies. Careful phasing in these areas needs to be employed to ensure that new supply does not attract people away from areas where regeneration initiatives have already begun.
- 3.39 In economic growth areas new supply can help to maintain growth by ensuring there are no labour supply deficiencies. This is particularly important in areas such as the south east of the region, where closely matching employment and housing growth is essential to support economic growth.
- 3.40 For Birmingham to fulfill its role as a world city, the hinterland needs to provide more good quality housing, restricting supply in areas outside the city, which are clearly within its housing market, harms the city's ability to grow to its desired potential.
- 3.41 Increasing supply can help to address affordability problems and meet housing needs. The evidence suggests that increasing supply will have an effect on reducing house prices. The greatest need is in the MUA, although the biggest gaps in affordability are in the Shire counties and rural areas. Increasing allocations in these more rural areas could deliver significant levels of affordable housing, as the developers can generally afford higher levels of affordable housing.
- 3.42 Additional growth is likely to require Green Belt release and urban extensions are judged to be more sustainable than leapfrogging the green belt. Mixed use extensions around south Birmingham in the south east of the region could have wider benefits of support in the economic growth already taking place in this location.
- 3.43 New Settlements can form part of the new supply regime, either as smaller (under 10,000 units) new settlements linked to existing settlement or entirely new standalone settlements, in the region of 20,000 units.
- 3.44 Transportation is not seen as a barrier to development, and the amount of new infrastructure required to deliver the higher growth options is not that much more than the amount required to deliver the preferred option. It is accepted that at the local level a significant amount of mitigation will be required to limit the impacts of new housing developments. Whilst the technical ability to deliver the required amount of transportation infrastructure is not questioned by NLP, they point how risks of delivery could be high due to the financial implications of this level of infrastructure and whether or not they have already been considered in existing funding commitments.
- 3.45 Hydrology is not seen as a significant issue which cannot be overcome by investment in infrastructure and careful consideration of potential new sites through the development plan process in core strategies.

3.46 It is acknowledged that the current downturn in the market will have an adverse effect in the short term on the ability of the region to develop the amounts of new housing being tabled, although in the longer term with more stable financial environment it is deemed to be possible. An analysis of long term building rates identified that the housing market has the ability to increase production significantly with favourable financial conditions. A number of concerns are expressed such as the percentage of affordable housing required on sites preventing development taking place. One possible solution to this issue could be to reduce the on site targets to allow a lower percentage of affordable housing, and on a larger quantum of housing which may deliver the same or more units than applying a higher rate to a lower level of supply. Another key issue could be the current market downturn and lack of development taking place reducing the amount of new recruits to the development industry. This could create a skills gap which would need to be filled before the industry could develop housing to its full potential when the financial markets strengthen. With these possible scenarios taken on board NLP, take the view that the upper level of the NHPAU range 80,000 more units than currently proposed (445,600 in total to 2026) would be a significant challenge, and somewhere in the mid range is more likely to be delivered.

3.47 Section 9 draws together the findings indicated in the various sections above and attempts to suggest more tangible conclusions as to what they all mean for the distribution of the NHPAU supply range of housing across the West Midlands region. NLP have done this by suggesting three different scenarios for additional growth. Scenarios 1 and 2 look to deliver between an additional 51,500 and 54,000 new units, and scenario 3 looks more to the upper range being suggested by the NHPAU and suggests 80,000 additional properties are delivered. These scenarios recommend Bromsgrove can take more growth although not necessarily in locations which provide the largest benefit for the district.

#### 3.48 **Scenario 1 - South East Focus**

This scenario focuses growth in the South East corner of the region, and with some provision in the rural west, which identified scope for some 51,500 additional dwellings (an extra 2,575 per annum), providing a total of 417,100 dwellings by 2026. The ratio of provision between MUAs and non-MUAs as a whole, would move from 46:54 to 47:53. Provision would be focused on parts of the region, with some of the greatest levels of unmet need and affordability, with principal increases in the south and central C1 Housing Market Areas. This option would involve a new settlement in Solihull. This scenario would see growth arguably supporting parts of the region where economic growth is potentially being hampered by a lack of housing. This scenario indicates an additional 5,000 dwellings in Bromsgrove, although they are recommending they are provided through urban extensions to south Birmingham (2500 units) and Redditch (2500 units).

### 3.49 Scenario 2 - Spreading Growth

This scenario, delivering circa 54,000 additional dwellings (419,600 in total and an extra 2,700 pa) makes provision in the south east of the region where economic growth is strongest (although less than in the previous scenario). This also includes growth in North Staffordshire, Telford and Wrekin, and East Staffordshire, where there is additional capacity for development, and with appropriate phasing, funding and delivery mechanisms to support delivery. This spreads the development and market risk across a wider area. The ratio of MUA to non-MUA for housing distribution would be 47:53, with the focus of growth in both the south east and in part of the north of the region, with identified capacity and/or scope for additional growth, supporting affordability; economic and regeneration objectives. Again this scenario indicates an additional 5,000 dwellings in Bromsgrove, although they are recommending they are provided through urban extensions to south Birmingham (2500 units) and Redditch (2500 units).

### 3.50 Scenario 3 - Maximising Growth

This potential scenario, which delivers 80,000 additional dwellings (445,600 in total and 4,000 extra per annum) makes higher levels of provision across a range of locations in the region. This includes in and around the southern side of the Metropolitan MUA, in Telford and Wrekin, North Staffordshire, East Staffordshire, and Stafford, alongside rural housing provision in the west of the Region. It is undoubtedly the case that this higher level of provision, whilst not necessarily unachievable, provided sufficient available and developable land is released, would be a higher risk, given the level of build rates required. The ratio of MUA to non-MUA for housing distribution would be 46:54, with significant levels of growth in the key locations identified in the preceding scenarios, focusing on affordability, economic, regeneration and additional capacity opportunities. This scenario indicates an additional 7,500 dwellings in Bromsgrove, although they are recommending they are provided through urban extensions to south Birmingham (5000 units) and Redditch (2500 units).

3.51 As already indicated in paras 3.33 to 3.46 the overall findings of the study are:

- There is scope to identify additional land for housing within the Region.
- Additional housing provision need not harm achievement of Urban Renaissance.
- There is no evidence that increased supply outside the MUAs will reduce housing supply within them.
- There is no evidence that increasing housing supply outside the MUAs increases out-migration.

- There may be limits on how far it is possible to increase housing supply within the MUAs.
- In some locations there are increased risks that additional supply could harm fragile markets and undermine housing renewal, but could be overcome by careful phasing.
- Additional housing can assist economic growth and Birmingham needs more good quality housing in the city and its immediate hinterland, to support its global role.
- Additional housing growth can help address genuine affordability problems and meet housing needs.
- Additional housing growth can support rural renaissance and support RSS Objectives for regeneration.
- Additional housing growth is likely to require the review of Green Belt, but this is consistent with the RSS Objective if it results in sustainable development and regeneration. There are also opportunities to increase coverage of Green Belt.
- New Settlements are a potential form of development that could meet housing requirements, in the right locations, and if the delivery capability is put in place.
- Transport issues are not a fundamental barrier to delivering more housing, although investments in public transport alongside highway improvements will be needed in some locations.
- Although there are localised hydrology issues to resolve, there is no evidence to suggest that these cannot be addressed through investment in additional capacity or consideration of specific locations in Core Strategies.
- The market downturn means the trajectory of housing delivery will change from that envisaged by the RSS Phase 2 Preferred Option, but there is no fundamental market barrier to increasing supply, provided that there is sufficient supply of suitable and available land for development.
- The phased release of land needs to focus on managing the risks for fragile markets, whilst also ensuring that supply increases as quickly as possible out of the downturn.

### **3.52 Next Steps**

The NLP study is essentially being used to inform the GOWM's response to the RSS preferred option. Over the next few weeks the Strategic planning section will be preparing submissions on the RSS preferred option and potentially a separate submission on the NLP study in time for them to be submitted to the WMRA by the 8<sup>th</sup> December deadline. These submissions will deal in more detail with the implications of the RSS policies and the findings of the NLP study as well as other studies which can inform the RSS review. Following on from that, the RSS revision will go through an Examination in Public (EIP) in April 2009. The timetable for the process beyond the EIP is unknown at the moment, although it is not expected the full Phase 2 review of the RSS will be completed during 2009.

#### **4. FINANCIAL IMPLICATIONS**

4.1 None

#### **5. LEGAL IMPLICATIONS**

5.1 None

#### **6. COUNCIL OBJECTIVES**

6.1 The implications of the NLP study could have significant effects on the ability of the Council to deliver its housing and regeneration priorities, although the full extent will not be known until the process is complete. Representations and participation in the Examination in Public could influence the final RSS to include policy elements which better meet the needs of the district than those currently being proposed.

#### **7. RISK MANAGEMENT**

7.1 The main risks associated with the details included in this report are:

- The ongoing delays caused by the request for this study to be carried out effects the ability of the district to produce its own Development Plan Documents, specifically the core strategy.

7.2 These risks are being managed as follows:

Risk Register: Planning and Environment  
Key Objective Ref No: 6  
Key Objective: Effective, efficient, and legally compliant Strategic planning Service

#### **8. CUSTOMER IMPLICATIONS**

8.1 None

**9. EQUALITIES AND DIVERSITY IMPLICATIONS**

9.1 None

**10. VALUE FOR MONEY IMPLICATIONS**

10.1 None

**11. OTHER IMPLICATIONS**

Procurement Issues	None
Personnel Implications	None
Governance/Performance Management	None
Community Safety including Section 17 of Crime and Disorder Act 1998	None
Policy	The outcome of the RSS review will effect the content of future planning policies in the district
Environmental	The environmental implications of providing significant levels of new housing, potentially on green field sites are difficult to quantify at the moment although they will have to be fully considered through preparation of the various LDF documents.

**12. OTHERS CONSULTED ON THE REPORT**

Portfolio Holder	<b>Yes</b>
Chief Executive	<b>Yes</b>
Executive Director - Partnerships and Projects	<b>Yes</b>
Executive Director - Services	<b>Yes</b>
Assistant Chief Executive	<b>Yes</b>
Head of Service	<b>Yes</b>
Head of Financial Services	<b>Yes</b>
Head of Legal, Equalities & Democratic Services	<b>Yes</b>
Head of Organisational Development & HR	<b>No</b>
Corporate Procurement Team	<b>No</b>

**13. WARDS AFFECTED**

All Wards are potentially affected by the RSS



## **14. APPENDICES**

### **14.1 Appendix 1**

Development of Options for the West Midlands Regional Spatial Strategy in Response to the National Housing and Planning Advice Unit report - Executive Summary.

### **14.2 Appendix 2**

Summary of Options generated by NLP to test growth scenarios across the West Midlands Region.

## **15. BACKGROUND PAPERS**

Development of Options for the West Midlands RSS in Response to the NHPAU Report

- A main report setting out the results of the study
- A volume of Appendices
- A background review summarising evidence
- A Sustainability Appraisal of the options considered in the Study
- An assessment of the options in terms of the Habitats Directive

All these reports can be downloaded from  
[www.nlpplanning.com/wmrsshousingoptions](http://www.nlpplanning.com/wmrsshousingoptions)

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Development of Options for the West Midlands RSS in Response to the NHPAU Report

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Government Office for the West Midlands

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Volume 1:  
Main Report

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7th October, 2008



Nathaniel Lichfield  
and Partners





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## 1.0 Executive Summary

### Introduction

- 1.1 This study considers how the housing supply range for the West Midlands identified by the National Housing and Planning Advice Unit Report (NHPAU) could be delivered in the West Midlands. It considers a range of options and presents three potential growth scenarios proposing between 417,100 and 445,600 housing units up to 2026. These represent housing allocations which build on and are between 51,500 and 80,000 higher than the draft West Midlands Phase 2 Regional Spatial Strategy Revision.
- 1.2 The study has involved:
- i) The development of nine initial options;
  - ii) Testing these nine options in terms of their physical impacts, delivery risks and performance against RSS, PPS3, and the Housing Green Paper;
  - iii) A Sustainability Appraisal (SA) and appropriate assessment in line with the Habitats Regulations;
  - iv) Engagement with stakeholders through meetings with local authority representatives, other agencies, developers and infrastructure providers; and
  - v) Formulation of three potential scenarios derived from analysis and feedback in relation to the nine options.
- 1.3 The status of this report and associated assessments and appendices is the output of independent consultants working to a brief set by Government Office for the West Midlands (GOWM). The report does not represent the formal position of Government, which will put forward its own evidence in due course, taking account of the material within this document, and other material considerations.
- 1.4 This Executive Summary is presented under the following headings:
- Key Findings and Potential Scenarios;
  - Background and Approach;
  - Generating Options;
  - Appraisal of Options.

## Key Findings and Potential Scenarios

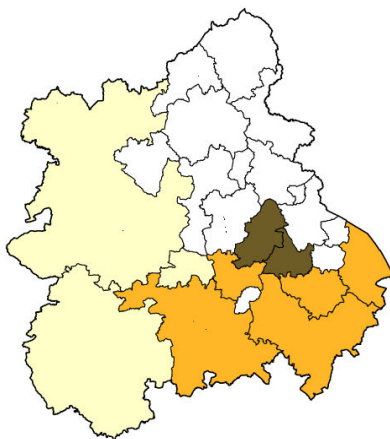
- i. There is scope to identify additional land for housing in the region;
- ii. Additional housing need not harm achievement of Urban Renaissance;
- iii. There is no evidence that increased housing supply outside the Major Urban Areas (MUAs) will reduce housing supply within them;
- iv. There is no evidence that increasing housing supply outside the MUAs increases out-migration;
- v. There may be limits on how far it is possible to increase housing supply with the MUAs;
- vi. In some locations there are increased risks that additional supply could harm fragile markets and undermine housing market renewal, but could be overcome by careful phasing;
- vii. Additional housing can support economic growth;
- viii. Birmingham needs more good quality housing in the City and its immediate hinterland to support its global role;
- ix. Additional housing growth can help address genuine affordability problems and meet housing needs;
- x. Additional housing growth can support rural renaissance and support RSS objectives through regeneration;
- xi. Additional housing growth is likely to require the review of Green Belt but this is consistent with RSS objectives if it results in sustainable development and regeneration. There are also opportunities to increase coverage of Green Belt;
- xii. New settlements are a potential form of development that could meet requirements in the right locations and if the delivery capability is put in place;
- xiii. Transport issues are not a fundamental barrier to delivering more housing although investment in public transport alongside highway improvements will be needed in some locations;
- xiv. Although there are localised hydrology and other issues to resolve there is no evidence that these cannot be addressed through investment in additional capacity or consideration of specific locations in Core Strategies;
- xv. The market downturn means the currently envisaged trajectory of housing will change but there is no fundamental market barrier to increasing supply provided there is sufficient suitable and available land;
- xvi. The phased release of land needs to focus on managing the risks for fragile markets, whilst also ensuring that supply increases as quickly as possible out of the downturn.

1.5 The report evidences these key findings and outlines how the evidence and analysis pointed to the three potential growth scenarios outlined below. The scenarios emerged from considering the potential for each local authority/core strategy area to accommodate additional housing growth, within the broader context of how additional growth sits within the objectives of RSS and need to minimise risks of non-delivery.

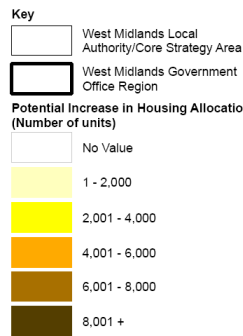
1.6 These scenarios are presented as potential scenarios, none should be considered as the 'preferred' option for the Region or as the optimum outcome. This will depend on the choices made on a wide range of issues. However, they do represent NLP's view on choices that could be a good fit with existing policy, aligned to reducing the risks of non-deliverability.



### Scenario 1: South East Focus

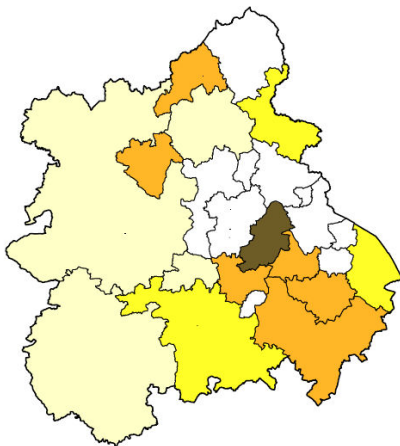


Potential Increase in Housing Allocation: Growth Scenario 1

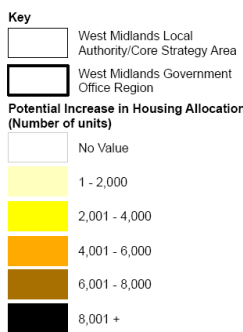


- Additional growth focused in the south east of the region and in the rural west
- 51,500 additional units
- 417,100 net additional dwellings up to 2026
- New settlement in Solihull District
- Links housing growth to economic growth

### Scenario 2: Spreading Growth

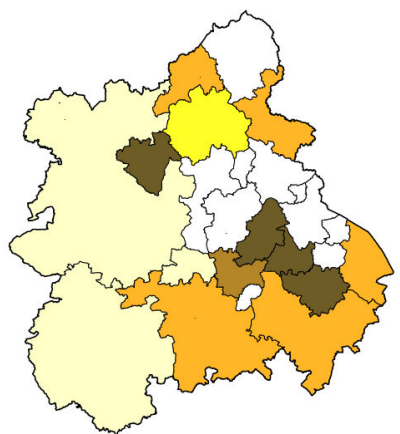


Potential Increase in Housing Allocation: Growth Scenario 2

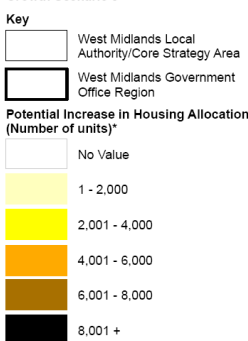


- 54,000 additional units
- 419,600 net additional dwellings up to 2026
- South East focus but also capitalising on capacity for growth in North Staffordshire (which sits in a separate sub-regional market) and Telford and in the rural west
- Links housing growth to economic growth and areas of additional capacity and regeneration, with a spread across housing market areas.

### Scenario 3: Maximising Growth



Potential Increase in Housing Allocation: Growth Scenario 3



- 80,000 additional units
- 445,600 net additional dwellings up to 2026
- Additional growth across a range of locations including around the Metropolitan MUA, Staffordshire, Telford and in the rural west to address affordability issues.
- Focuses growth in areas of economic growth, affordability, capacity and regeneration, across a range of housing market areas.

- 1.7 The main body of the report provides further detail on how these scenarios were arrived at, alongside the testing of the nine options and analysis of some of the key issues and scenarios. Table 1.1 below shows how the three potential scenarios compare in terms of housing numbers.

Local Authority / Core Strategy Area	RSS Phase 2 Revision Preferred Option (Net 2006-2026)	Scenario 1: South East Focus		Scenario 2: Spreading Growth		Scenario 3: Maximising Growth	
		Potential Increase	Total Housing Allocation for RSS	Potential Increase	Total Housing Allocation for RSS	Potential Increase	Total Housing Allocation for RSS
Birmingham	50,600	10,000	60,600	10,000	60,600	10,000	60,600
Coventry	33,500	0	33,500	0	33,500	0	33,500
Black Country	61,200	0	61,200	0	61,200	0	61,200
Solihull	7,600	13,000	20,600	5,000	12,600	10,000	17,600
<b>Metropolitan Area Total</b>	<b>152,900</b>	<b>23,000</b>	<b>175,900</b>	<b>15,000</b>	<b>167,900</b>	<b>20,000</b>	<b>172,900</b>
<b>Shropshire</b>	<b>25,700</b>	<b>1,900</b>	<b>27,600</b>	<b>1,900</b>	<b>27,600</b>	<b>1,900</b>	<b>27,600</b>
Telford and Wrekin	26,500	0	26,500	5,000	31,500	10,000	36,500
<b>Staffordshire (excl. North Staffs)</b>	<b>49,200</b>	<b>0</b>	<b>49,200</b>	<b>4,000</b>	<b>53,200</b>	<b>8,000</b>	<b>57,200</b>
Cannock Chase	5,800	0	5,800	0	5,800	0	5,800
East Staffordshire	12,900	0	12,900	2,500	15,400	5,000	17,900
Lichfield	8,000	0	8,000	0	8,000	0	8,000
North Staffordshire	17,100	0	17,100	6,000	23,100	6,000	23,100
South Staffordshire	3,500	0	3,500	0	3,500	0	3,500
Stafford	10,100	0	10,100	1,500	11,600	3,000	13,100
Staffordshire Moorlands	6,000	0	6,000	0	6,000	0	6,000
Tamworth	2,900	0	2,900	0	2,900	0	2,900
<b>Warwickshire</b>	<b>41,000</b>	<b>14,500</b>	<b>55,500</b>	<b>12,500</b>	<b>53,500</b>	<b>19,500</b>	<b>60,500</b>
North Warwickshire	3,000	0	3,000	0	3,000	0	3,000
Nuneaton and Bedworth	10,800	0	10,800	0	10,800	0	10,800
Rugby	10,800	5,000	15,800	3,000	13,800	5,000	15,800
Stratford-on-Avon	5,600	4,500	10,100	4,500	10,100	4,500	10,100
Warwick	10,800	5,000	15,800	5,000	15,800	10,000	20,800
<b>Worcestershire</b>	<b>36,600</b>	<b>10,900</b>	<b>47,500</b>	<b>8,400</b>	<b>45,000</b>	<b>13,400</b>	<b>50,000</b>
Bromsgrove	2,100	5,000	7,100	5,000	7,100	7,500	9,600
Redditch	6,600	0	6,600	0	6,600	0	6,600
South Worcestershire	24,500	5,500	30,000	3,000	27,500	5,500	30,000
Wyre Forest	3,400	400	3,800	400	3,800	400	3,800
Herefordshire	16,600	1,200	17,800	1,200	17,800	1,200	17,800
<b>MUAs</b>	<b>169,100<sup>1</sup></b>	<b>23,000</b>	<b>193,000</b>	<b>21,000</b>	<b>191,000</b>	<b>26,000</b>	<b>196,000</b>
<b>Non-MUAs</b>	<b>196,500</b>	<b>28,500</b>	<b>224,100</b>	<b>33,000</b>	<b>228,600</b>	<b>54,000</b>	<b>249,600</b>
<b>HMAs</b>							
North	46,100	0	46,100	10,000	56,100	14,000	60,100
South	53,000	20,400	73,400	17,900	70,900	27,900	80,900
Central C1	69,100	23,000	92,100	15,000	84,100	20,000	89,100
Central C2	58,100	5,000	63,100	3,000	61,100	5,000	63,100
Central C3	97,000	0	97,000	5,000	102,000	10,000	107,000
West	42,300	3,100	45,400	3,100	45,400	3,100	45,400
<b>West Midlands Region</b>	<b>365,600</b>	<b>51,500</b>	<b>417,100</b>	<b>54,000</b>	<b>419,600</b>	<b>80,000</b>	<b>445,600</b>

Table 1.1: Potential Scenarios – Housing Distribution

Source: WMRA / NLP

<sup>1</sup> Figures for MUAs total differ between RSS Preferred Option and scenarios due to definition of Newcastle under Lyme urban area figure within district and North Staffordshire totals.

## Background and Approach

- 1.8 The study flows from the need to meet housing needs and manage the impacts of new development in the West Midlands region. The West Midlands Regional Assembly (WMRA), in arriving at the Preferred Option for delivering 365,600 net additional homes by 2026, concluded that this level of provision struck the right balance between housing need and the overall objectives of the RSS, notably the need to achieve urban renaissance. Baroness Andrews, in her letter (7 January 2008), expressed concern that the RSS Phase 2 Revision was not making provision for sufficient housing, because of the challenge set down in the Housing Green Paper and the level of housing indicated for the region in the initial advice from the NHPAU.
- 1.9 The NHPAU Supply Range, published on 26 June 2008, provides the parameters for housing need to be tested through the study – it indicates the potential need for between circa 377,000 and 447,000 new dwellings in the RSS period (with some uncertainty due to the base date of RSS and the NHPAU being different). On this basis, the options tested as part of the Study look at how it might be possible to deliver between circa 12,300 to 80,700 more dwellings than are proposed by the RSS Phase 2 Revision Preferred Option.
- 1.10 The purpose of the Study is therefore to develop and then test the options to explore the potential for increasing the supply of housing in the West Midlands, and what kinds of impacts, risks, and policy implications are associated with this.
- 1.11 This study does not set out to establish the level of housing need and demand in the region or to test the appropriateness of the NHPAU's supply range as a measure of the housing requirement for the region. Rather, it seeks to explore whether it is possible to increase housing provision over the Preferred Option in light of the NHPAU supply range.

## Generating the Options

- 1.12 Nine options were generated, combining a mixture of spatial options (ie where new development might be located) and levels of housing growth (ie how much more housing). The starting point for generating these options was:
1. The RSS Preferred Option, which flowed from an initial identification of physical capacity for 340,000 units, meaning any additional growth would need to be either greenfield or through a fundamental shift in land use emphasis within urban areas;
  2. The analysis of how the housing requirement for each local authority in the RSS Preferred Option compared with CLG 2004-based local Household Projections and past build rates;
  3. The NHPAU Supply Range, which indicates the need for between circa 12,300 - 80,700 additional dwellings;
  4. The overall strategy of the RSS with its identification of Major Urban Areas (MUAs) and Settlements of Significant Development (SSD) and other policy priorities;
  5. The recognition, for example in the Eco Towns Prospectus, that major developments of circa 5,000 units represent sustainable building blocks for investment in infrastructure; and
  6. The shortlisted Eco Town locations at Middle Quinton and Curborough.
- 1.13 The options, which took the RSS Preferred Option as a starting point, looked at how *additional* growth could be distributed across the region in the form of:
- Additional urban-based growth within the Major Urban Areas (MUAs);
  - Urban extensions;
  - New settlements; and
  - Additional rural housing provision.

- 1.14 The nine options comprised a mix of:
- Two options at the bottom end of the NHPAU Supply Range (circa 12,300 additional units on top of the RSS Phase 2 Revision Preferred Option);
  - Five options at a mid point of the NHPAU Supply Range (circa 46,500 additional units on top of the RSS Phase 2 Revision Preferred Option) ranging from focusing growth principally as urban extensions in the south east of the Region (Option 3), New Settlements (Option 4), growth on urban sites in the MUAs (Option 5), principally as urban extensions in the north of the Region (Option 6), and as smaller urban extensions distributed across the Region (Option 7);
  - Two options at the upper end of the NHPAU Supply Range (circa 80,700 additional units on top of the RSS Phase 2 Revision Preferred Option) with a mix of urban extensions and New Settlements (Option 8) and through urban extensions and rural housing provision (Option 9).
- 1.15 The purpose of the nine options was to test a series of high level strategic approaches to delivering the additional levels of development. They are deliberately focused around key settlements and in some cases span administrative boundaries, resulting in allocations which are sometimes split across local authorities.

### Appraisal of Options

- 1.16 In order to arrive at a series of potential ways forward for the region, the nine options were appraised against a range of factors:
- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• Impacts           <ul style="list-style-type: none"> <li>– Transport</li> <li>– Community and Social Infrastructure</li> <li>– Hydrology</li> <li>– Landscape</li> <li>– Housing Market</li> <li>– Economy</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>• Delivery Risks           <ul style="list-style-type: none"> <li>– Infrastructure Provision</li> <li>– Transport Infrastructure</li> <li>– Market Delivery</li> <li>– Planning</li> <li>– Public Sector Delivery</li> </ul> </li> </ul> |
|--|---|
- 1.17 The Options were also considered against the RSS Policy Objectives and Government policy for housing in PPS3 and the Housing Green Paper. Alongside this, the options were appraised in terms of the Sustainability Appraisal (SA) (taking as its starting point the SA for the RSS Preferred Option), and a Habitats Regulations Assessment.
- 1.18 The focus of the study, in terms of assessing impacts and risks was to identify the potential 'showstoppers' or fundamental barriers that might prevent development from being able to proceed, rather than identifying every impact or risk. It is clearly recognised that additional development gives rise to localised impacts and that whilst these can often be avoided or mitigated through appropriate local planning, it is not always possible to eradicate all impacts. In this context, if higher levels of housing growth are pursued to address affordability or support economic growth, mitigation will need to be addressed.
- 1.19 The appraisal considered the nine options in the context of the various broad locations for additional growth. The appraisal considered a wide range of issues, and in all options there are potential barriers to additional growth in some broad locations, whether these relate to infrastructure, market capacity, environmental or other impacts. These impacts should be capable of being mitigated and therefore not pose a fundamental constraint on additional growth. However the phasing of growth of some options and locations may depend on the timing of mitigation action.

- 1.20 The SA of Housing Options follows the relevant Government guidance in PPS11 and the ODPM guidance on “Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents” (Office of the Deputy Prime Minister (November 2005)). The SA considers each of the options for additional housing growth, using the SA of Policy CF3 carried out for the RSS Preferred Option as the starting point. It identifies to what extent the cumulative effects of each Option and the Preferred Option would differ to the effects of the Preferred Option in isolation and whether this would lead to a different conclusion being reached by the SA and accordingly the need for further or different recommendations.
- 1.21 In this regard, the SA work for this study takes forward the logic applied by the WMRA’s consultants in considering policy CF3. In a small number of cases this logic is not consistent with the conclusions that NLP has reached in other aspects of the appraisal (and this is generally highlighted in the SA), but it has been considered important for the SA to have consistency with the previous work. The SA provides information to support the study and to enable easy comparison with the preferred option. If any of the options or scenarios are taken forward through the RSS revision, these would be subject to further SA at the proposed changes stage. A similar principle applies to the Habitats Regulations Assessment (HRA).
- 1.22 The options were assessed in the context of being net additions to the housing provision proposed by the RSS Phase 2 Revision Preferred Option, which then impact on the Objectives as a whole. There was no explicit RSS policy objective directly relating to the requirement for housing provision to match ‘regional’ housing needs, and the options were therefore assessed against Government policy in PPS3 and the Housing Green Paper.

### Implications for Local Authority / Core Strategy Areas

- 1.23 Table 1.2 below provides a summary of how the appraisal relates to each of the Local Authority/Core Strategy areas, and shaped the emergence of the three scenarios.
- 1.24 The process of filtering nine options down to three scenarios takes account of:
1. What NLP considers to be the de-minimis nature of the additional c.12,300 units to reach the bottom of the supply range – there are a number of alternative approaches to delivering this (including Birmingham’s own proposals in its Core Strategy Issues and Options report, the Eco Town locations, making additional rural provision) – about which there is little real doubt over its impacts or deliverability at a regional level;
  2. The limitations of New Settlements as a means of delivering a significant proportion of the additional units for the NHPAU supply range, which means the potential for Options 4 and 8 to make a substantial contribution in this RSS period are limited;
  3. The constraints of certain locations (e.g. Cannock and Redditch) to accommodate additional growth (over RSS Preferred Option) given particular restrictions and impacts;
  4. The finite capacity of the market to bring forward major urban-based growth to accommodate the middle or upper end of the NHPAU supply range, and, in particular the challenge of securing additional growth in the Black Country, where build rates have been significantly lower even than the RSS Preferred Option;
  5. The differing perceptions on the scale of growth that can be accommodated in different broad locations. The evidence does not point to the existence of precise ‘tipping points’ above which additional growth is not possible – it is a matter of judgement, taking account of the scale, impact and deliverability in different broad locations. Analysis and feedback suggests that, with the exception of the areas identified for rural provision:
    - i. additional growth, if it was deemed appropriate, would be in the form of major urban extensions, which if possible and deliverable within the market, should be of sufficient scale and critical mass to form a sustainable urban extension supporting its own infrastructure provision (Warwick, Solihull and Telford provide good examples of this principle);

- ii. some additional levels of growth could be accommodated on urban sites, meaning the capacity of 340,000 originally identified in RSS is an under-estimate (Birmingham and North Staffordshire are good examples of this);
- iii. in the case of Solihull, one of the scenarios takes forward the concept of a new settlement, recognising that this form of development should be tested through the RSS process.

1.25 This summary is not intended to be a comprehensive review of every factor of relevance to taking forward development in any of the broad locations identified. And it is of course open for stakeholders to adopt different views on what and how particular localised issues and impacts might influence the approach of the RSS. However, if there is a policy focus on increasing housing supply, and if the appropriate choices or trade-offs are made, the conclusions of this study are that the locations identified could in principle accommodate growth above the Preferred Options level.

Local Authority / Core Strategy Area	Key Issues, Impacts and Infrastructure Issues	Included in Scenarios?	Approach adopted in Scenarios
Locations Tested within Nine Options			
Birmingham	Scenarios that increased the rate of growth within Birmingham will address the underlying need expressed by projections and the growth ambitions of the City, expressed most recently in the Core Strategy Issues and Options Report. The infrastructure issues of this growth can be addressed, but there are undoubtedly risks in terms of market build rates and securing appropriate sites for new development in the short term. Annual SHLAA work will need to ensure that appropriate and available sites are brought forward to ensure the overall number of units can be delivered. At the level of 10,000 additional growth, the Council's Core Strategy Issues and Options report indicates that this can be achieved without necessitating Green Belt amendments. However, this is dependent on suitable and available sites being capable of achieving the necessary rates of development. If this is not the case, there could be a requirement to review the Green Belt at this level of provision.	Yes	10,000 additional units are identified in each Scenario. The Council's Issues and Options Report might suggest that this increase is feasible but must be regarded as carrying some delivery risk.
Solihull	RSS under-provides against both past build rates and CLG Projections, so net additional growth could address underlying need. There is also an underlying ability to deliver in market terms. Additional growth would necessitate Green Belt review. There are landscape issues in some locations but these can be avoided through appropriate site selection and masterplanning.  There is good accessibility but increasing rail and road capacity may be required on some rail routes into Birmingham and in relation to M42 J4 and J6 depending on the location of development – there is no reason to assume it cannot be delivered.  There are clearly delivery and market capacity risks for a new settlement option but in principle they can be overcome.	Yes	The Scenarios range from major urban extensions or linked new settlements of circa 5,000-10,000 units (Scenarios 1 and 3) to a potential free-standing New Settlement accommodating 13,000 new units in the period to 2026, with development potentially continuing beyond the RSS period.
Shropshire	The appraisal process indicates that there is widespread scope for increasing the level of housing provision in the rural parts of Shropshire, without giving rise to major issues.	Yes	Growth of circa 1,900 additional units across all three potential scenarios



Local Authority / Core Strategy Area	Key Issues, Impacts and infrastructure Issues	Included in Scenarios?	Approach adopted in Scenarios
Telford and Wrekin	<p>Although the RSS allocates Telford significantly more housing than envisaged by the CLG projections and past build rates, there is underlying potential for additional development both within the settlement boundary and on land owned by English Partnerships. Further growth could support further investment in the town's retail and other services and benefit regeneration. Not all additional growth is likely to require greenfield extension.</p> <p>Increased rail and road capacity is likely to be required to address localised congestion. Some water supply and treatment investment is required. There is no evidence that additional growth would harm the urban renaissance agenda.</p> <p>There are no infrastructure barriers to delivery of housing. There are potential land and market capacity issues (particularly for a 10,000 unit increase) which would need to be overcome by coordinated HCA/new asset based vehicle interventions.</p> <p>There is a need to control phased release of sites for housing to maximise output with delivery plan coordinating investment in infrastructure. As in other locations phasing of development may need to await market recovery to fund infrastructure.</p>	Yes	Growth ranging from nil (Scenario 1) through to an additional 5,000 (Scenario 2) allocation and 10,000 units (Scenario 3). The upper end should be regarded as ambitious given the scale of development uplift required. Phasing will need to have regard to land release, infrastructure and supporting regeneration.
East Staffordshire	Additional physical capacity is identified in Burton-upon-Trent SSD and growth associated with supporting regeneration and economic development activity aligned to the Growth Point. Potential flood risk issues need to be managed but there is no indication that this is a fundamental barrier for further development. There are localised congestion issues, and need to improve public transport accessibility into both East and West Midlands regions. Higher rates of growth (e.g. in Scenario 3) may trigger market capacity issues, but ultimately phasing allows for the additional growth to be delivered later in the plan period.	Yes	Growth from nil (Scenario 1) through to 5,000 additional units, phased later in the RSS period.
North Staffordshire	<p>There is identified additional capacity, and scope to increase growth to reflect underlying demand and potential link to economic development objectives, particularly in Newcastle under Lyme, focused around the Keele University. Further growth could also be aligned to wider regeneration across the MUA, with appropriate phasing to ensure additional supply does not undermine fragile markets.</p> <p>There is a need for some infrastructure investment, including investment in bus services, and water supply/treatment measures. However, there are no major risks to delivery.</p>	Yes	Nil growth in Scenario 1. Growth up to 6,000 units in Scenarios 2 and 3. Phasing will be important in terms of providing the time/'breathing space' for regeneration to create the platform for further growth.
Stafford	Some scope to increase growth in SSD, although location would need to focus more towards the south given need to minimise risk of any impact on North Staffordshire market. Some local transport impacts could require mitigation, including scope to lengthen trains to enhance public transport capacity. Hydrology investment will be required. Although infrastructure investment will be required, no major delivery risks identified.	Yes	Nil growth in Scenario 1. Increasing to 1,500 in Scenario 2 and 3,000 in Scenario 3.

Local Authority / Core Strategy Area	Key Issues, Impacts and infrastructure Issues	Included in Scenarios?	Approach adopted in Scenarios
Rugby	<p>Capable of accommodating additional growth and identified as SSD. Potential highway and public transport capacity infrastructure works/investment required. May require significant hydrology investment but not identified as a fundamental barrier to development.</p> <p>No evidence that infrastructure required cannot be delivered, although rates of delivery will require market capacity increase at the 5,000 level of increase. Although it is not likely that a Green Belt review would be needed to accommodate growth, it might be that extension of the Green Belt to establish the boundaries of Rugby could be considered.</p>	Yes	Growth of 5,000 units identified in Scenarios 1 and 3. Lower growth (3,000 units) in Scenario 2.
Stratford-upon-Avon	<p>Stratford-upon-Avon is a district with significant affordability issues, and where the RSS Preferred Option 'under-supplies' against CLG Projections. The market has also delivered more than the RSS Preferred Option over the past five years indicating market capacity to increase supply beyond the RSS Preferred Option. The Middle Quinton Eco Town was shortlisted in May 2008. High level analysis indicates the scheme may have major transport issues to resolve, but if these are capable of being resolved either through the Eco Town or some other form of development, it will address the underlying need and scope for additional development in Stratford-upon-Avon to address affordability. Development will require range of infrastructure, but key is transport mitigation (guided rail/bus link) and alternatives to Eco Town might present alternatives more capable of being served if Eco Town bid not taken forward. Social infrastructure may present timing issues as with any new settlement. Water supply may be an issue but no reason to assume it cannot be overcome.</p> <p>Growth might provide the opportunity to review the Green Belt and consider its extension, including around Stratford-upon-Avon.</p>	Yes	Growth identified in all three Scenarios (plus 1,500 in Wychavon– South Worcestershire Core Strategy Area)
Warwick	<p>Additional development to address significant affordability issues, under-provision against CLG Projections, and market ability to deliver more than RSS (evidenced by build rates) with provision of infrastructure funded by development in one of the more successful market locations in the region.</p> <p>Transport issues differ between locations in and around Warwick. Transport infrastructure improvements associated with rail, alongside bus service improvements, are likely to be required. Social infrastructure investment required. Water supply and flood risk issues but not identified as insurmountable barrier to further growth. Delivery risks flow from the necessary costs of infrastructure works, which will depend on location of development. Almost doubling the RSS requirement might have market capacity issues, but the underlying strength of the market and positive feedback from the development industry gives confidence on delivery.</p> <p>Additional growth would necessitate a review of the Green Belt to include consideration of how it might be extended to allocate Green Belt around all of Warwick.</p>	Yes	Growth of 5,000 units (equivalent to one sustainable urban extension) identified in Scenarios 1 and 2. Higher levels of growth (10,000) identified in Scenario 3 (equivalent to two sustainable urban extensions). Phasing measures would be needed to address this.



Local Authority / Core Strategy Area	Key Issues, Impacts and Infrastructure Issues	Included in Scenarios?	Approach adopted in Scenarios
Bromsgrove	<p>Combination of proposals in Options for Birmingham South and Redditch, alongside underlying under-provision of RSS Phase 2 against CLG Projections, past build rates, and major affordability threshold indicate potential for further development in Bromsgrove. It will be for LDF to identify most appropriate location for accommodating growth. A review of the Green Belt would be necessary.</p> <p>Both Redditch and urban extensions to the Metropolitan area provide opportunities for using existing public transport infrastructure, alongside potential investment to upgrade. Investment in water supply/treatment will be needed, depending on location of development. Some developer concern at market capacity for development related to Redditch. Investment in infrastructure needed, and risk of non-delivery could hinder development but not considered a major issue, although market delivery could be an issue for higher output. Phasing would need to be dictated by timescales for transportation (e.g. train lengthening) and water supply/treatment improvements where necessary to support development, this might mean phasing to 2012+</p>	Yes	Identified for 5,000 units (Scenarios 1 and 2) or 7,500 (Scenario 3) through significant additional growth as extensions to either or both Redditch and Birmingham.
South Worcestershire	<p>Joint Core Strategy across three districts provides mechanisms for identifying how additional rural housing provision and growth focused around city of Worcester can be accommodated. In addition, Wychavon would accommodate c.1,500 units of the 6,000 unit eco town proposal at Middle Quinton, if it proceeded. Analysis of options reveals that there are no reasons why growth cannot be accommodated beyond hydrology (water extraction) issues associated with the Wye Valley which equally apply to the RSS Phase 2 Preferred Option and should be capable of being resolved. Equally, although Worcester is a strong market, some suggestion from developers that the local market might be able to accommodate just 2,500 units around the city itself.</p> <p>The scope to extend the Green Belt around Worcester could be considered in tandem with other reviews necessary to accommodate additional growth.</p>	Yes	Growth of 5,500 and 3,000 identified based on 1,500 of rural housing provision, 1,500 for the Middle Quinton eco town location, and up to 2,500 (in terms of Scenarios 1 and 3) for growth to Worcester.
Wyre Forest	The appraisal process indicates that there is widespread scope for increasing the level of housing provision associated with rural areas (to improve rural affordability), without giving rise to major issues.	Yes	400 units for additional rural provision identified in all scenarios.
Herefordshire	Additional Rural Provision – to improve rural affordability. There could be localised hydrology infrastructure requirements but there is no reason why these could not be accommodated. No major delivery risks identified.	Yes	Additional growth of 1,200 units identified in all three scenarios.

**Table 1.2: Key Issues, Impacts and Infrastructure Issues for Local Authority/Core Strategy Areas**

Source: NLP Analysis

- 1.26 This is an independent report prepared as evidence to inform GOWM's response to the RSS Phase 2 Preferred Option. It also provides a resource for other stakeholders and sits as just one input among a range of other pieces of evidence that will need to be considered in the remainder of the RSS process.

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# Development of Housing Options for the West Midlands

## Nathaniel Lichfield and Partners

### Introduction

The new planning system introduced by the Planning and Compulsory Purchase Act on the 13<sup>th</sup> September 2004 changed the status of what was Regional Planning Guidance, to new Regional Spatial Strategies (RSS) which now form part of the Development plan for Local Planning Authorities.

The Regional Spatial Strategy was published in June 2004. At that time, the Secretary of State supported the principles of the strategy but suggested several issues that needed to be developed further. The Revision process is being undertaken by the West Midlands Regional Assembly (WMRA) in three phases.

Phase 1 – the Black Country study, this phase was formally adopted in January 2008.

Phase 2 – Covers housing figures, employment land, town and city centres, transport, and waste, the preferred option of this phase has been submitted.

Phase 3 – covers critical rural services, culture/recreational provision, various regionally significant environmental issues and the provision of a framework for Gypsy and Traveller sites, and was launched on 27<sup>th</sup> November 2007.

The RSS phase 2 revision was formally submitted to the Secretary of State on 21<sup>st</sup> December 2007.

Following this formal submission, the West Midlands Regional Assembly received a letter from Baroness Andrews, Parliamentary Under-Secretary of State in the Department for Communities and Local Government. In her letter, dated 7<sup>th</sup> January 2008 (attached as appendix 1), the Minister expressed concern about the housing proposals put forward by the Assembly in light of the Government's agenda to increase house building across the country. In view of this, the Minister has asked the Government Office for the West Midlands to commission further work to look at options which could deliver higher housing numbers and this will be considered as part of the Examination in Public.

Consultants Nathaniel Lichfield have been appointed to carry out this study and the aim is for the work to be completed by 7<sup>th</sup> October, 2008. The study will be undertaken in a number of stages, the first stage focussed on data gathering leading up to an initial seminar with stakeholders which took place on 20<sup>th</sup> May 2008. The Government Office has indicated that it intends that the study should be undertaken in an open and transparent way, and the purpose of the first seminar was to explain to stakeholders further details, including the methodology being adopted. It was anticipated that this would include reference to any formal advice to Government on housing provision emerging from the National Housing and Planning Unit (NHPAU) should this become available, this information has now been published and form the basis for the scale of the housing options generated.

The second regional seminar took place on the 8<sup>th</sup> of July where 9 different options for growth were identified in order to meet the range of potential new development that has been identified by the NHPAU.

### National Housing and Planning Advice Unit

NHPAU published another report on 2<sup>nd</sup> July 2008 called Affordability Still Matters. This report contained revised projections for the level of house building required nationwide to help tackle the current issues of affordability. The range of new development the NHPAU recommends for the West Midlands are shown in the table below.

NHPAU Range	Annual Rate	Revisions Provision by 2026	Additional to RSS Phase 2
Bottom	19,000	377,300	12,300
Upper	22,600	445,700	80,700

Due to the considerable differences in the upper and lower thresholds over the period up to 2026 NLP have generated a third mid range figure in order to offer alternatives for testing. This third mid range is shown in the table below

NHPAU Range	Annual Rate	Revisions Provision by 2026	Additional to RSS Phase 2
Middle (NLP)	20,800	411,500	46,500

### The Options

NLP have generated 9 different development options to meet the three ranges above, options 1-2 the lower range, Options 3 - 7 the mid range, and options 8-9 the upper range.

It has also been stressed that these strategic options **are**

- Prepared independently, by NLP, as the basis for discussion and debate and to test within the Study
- There to reflect, and where necessary, test:
  - Impact on underlying objectives
  - Key constraints
  - The range of policy choices, their impacts, and trade-offs
  - Deliverability
- The basis for informing the GOWM evidence to RSS
- Providing a 'menu' of potential ways in which growth could be delivered, that can then be interpreted, tested, and translated into a form appropriate for RSS
- Capable of being stretched or contracted, and disaggregated into their component parts:
  - if the levels of growth changed; or
  - if a 'hybrid' preferred option emerged

And that they are **not**

- Exhaustive or intended to be exhaustive – there are clearly other choices
- Proposals of government
- Intended to be taken forward by rote into RSS
- Formally associated with any other tandem appraisal processes for proposals of any sort









NLP were also keen to point out that the strategic options

- are **not** site specific
- The locations on plans are **indicative** and **not to scale**
- The locations shown for additional growth under each option are **strategic** 'areas of search' to inform discussion
- the **number of units associated with each location is indicative**, to test the general scale of growth in different parts of the region
- The plans/options are **not** how any future RSS would represent its proposals, which would be a matter considered by the Panel and Government
- As currently, it would be **for LDFs to determine the most appropriate location and way to deliver the housing requirements set by RSS**

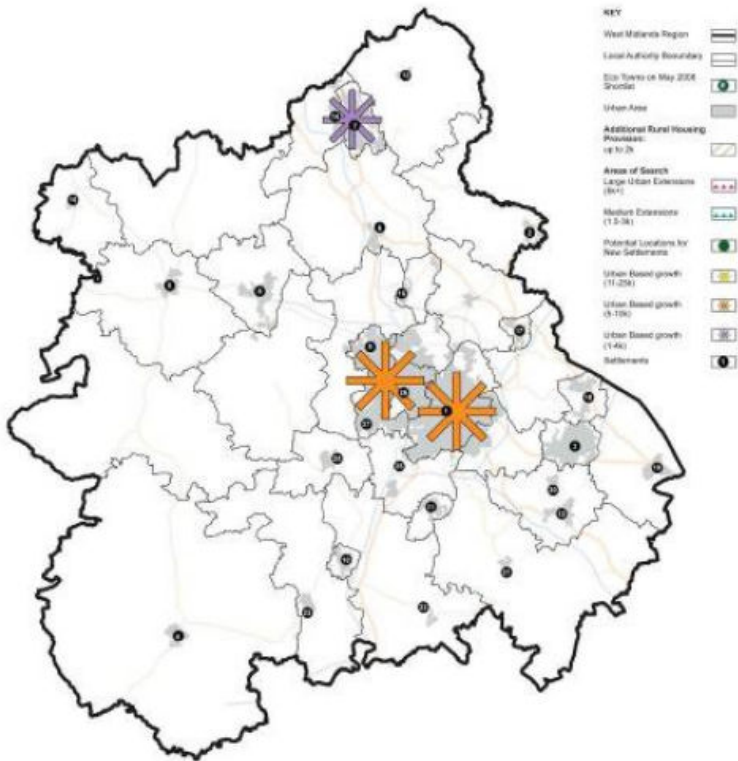
The nine strategic options are

- 1 - Increased Major Urban Supply
- 2 - Eco Towns
- 3 - South and Eastern Urban Focus with Rural Provision
- 4 - New Settlements
- 5 - Major Urban Area Supply Focus
- 6 - Northern Urban Focus with Rural Provision
- 7 - Distributed Urban Growth
- 8 - Major Urban Growth and New Settlements
- 9 - Major Urban Extensions and Rural Provision

Below is a summary of each option with some of the potential implications for Bromsgrove District, the key below can be used for all various plans.

<b>Areas of Search</b>			
Large Urban Extensions (5k+)		}	<ul style="list-style-type: none"> <li>• Extensions to the urban area. Residential, but scope for mixed uses, including retail, employment, services, schools, health care etc.</li> </ul>
Medium Extensions (1.5-3k)			
Potential Locations for New Settlements		}	<ul style="list-style-type: none"> <li>• Free-standing new settlements, probably with scope for development to c.20,000 dwellings either within the RSS period, or more likely beyond.</li> </ul>
Eco Towns on May 2008 Shortlist			
Urban Based growth (11-25k)		}	<ul style="list-style-type: none"> <li>• Development within the urban area, on previously-developed and other land that is suitable for housing, including within mixed use developments. Potentially part of regeneration proposals.</li> </ul>
Urban Based growth (5-10k)			
Urban Based growth (1-4k)			
<b>Additional Rural Housing Provision:</b> up to 2k		}	<ul style="list-style-type: none"> <li>• Additional housing to be developed in rural areas, including market towns and villages, to address affordability</li> </ul>

## Option 1 - Increased Major Urban Supply



Location/Area of Search	Local Authorities in Area of Search	Indicative Number of additional Units
North Staffs	Newcastle/ Stoke on Trent	c.1,750
Black Country	Black Country authorities	c.5,500
Birmingham	Birmingham	c.5,000
<b>TOTAL NHPAU MID</b>		<b>12,300</b>

Focussing more development into the MUA than currently identified by the current RSS revision, this option would only meet the lower levels of development identified by the NHPAU, the broad justification for this approach is

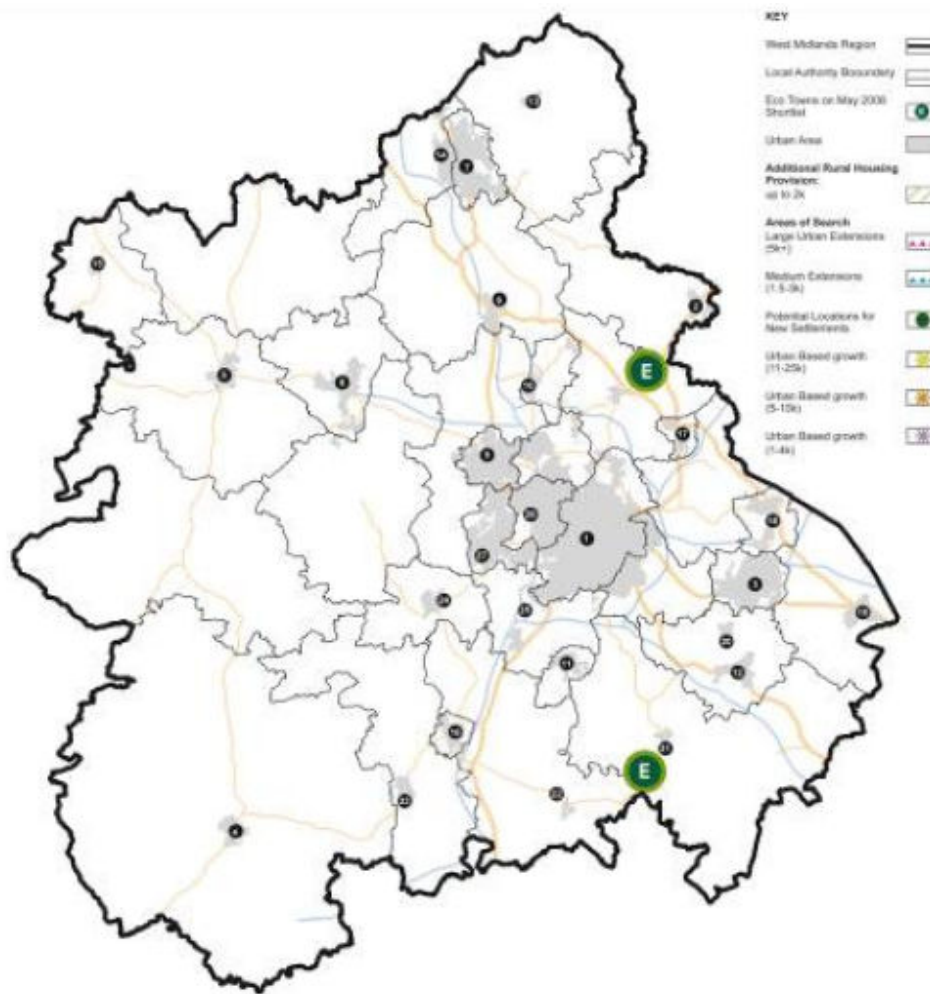
- Maintains existing RSS policy approach
- Urban renaissance focused
- May be further 'brownfield' capacity in MUAs
- Maximising use of existing infrastructure.

### Implications for Bromsgrove

No further land than currently identified would need to be released around Bromsgrove or Redditch

Only meets lower levels of development could place pressure on district to find land to meet higher projections should they prove to be true.

## Option 2 Eco Towns



This option mirrors the governments Eco town proposals, although they have met with considerable criticism from many areas of the planning profession due to the remote locations and also the lack of clarity on how they are to be delivered. There has also been considerable opposition locally to the proposals. This option required both bids in the West Midlands to be chosen for development, the developers responsible for the ECO town bid at Fradley Airfield near Lichfield withdrew their bid last week which obviously has implications for this option and all other options where the Eco towns form part of the capacity.

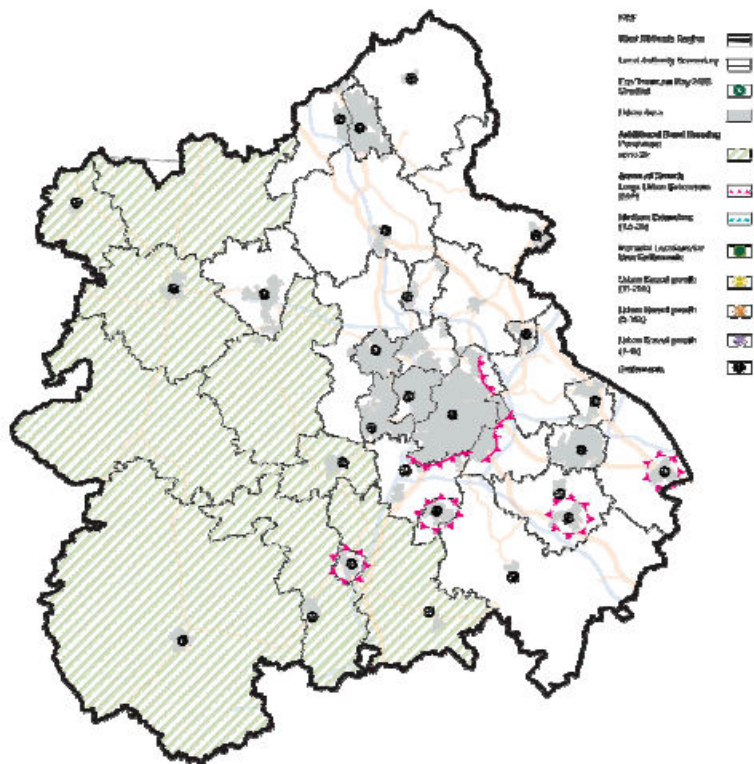
### Implications for Bromsgrove

A present no further land would be required in Bromsgrove to meet regional targets

The withdrawal of one of the Eco Town Bids obviously means this option will not generate the required number of new dwellings to meet the lower targets putting further pressure on other areas of the West Midlands to find the capacity.



## Option 3 South and Eastern Urban Focus with Rural Provision



Location	Local Authorities in Area of Search	Indicative Number of additional Units
<b>Large Urban Extensions</b>		
Birmingham South	Birmingham / Broms	c.5,000
Birmingham East	Birmingham	c.5,000
Birmingham/Solihull	Birmingham/ Solihull	c.10,000
Warwick	Warwick	c.10,000
Redditch	Redditch/ Bromsgrove/ Stratford	c.5,000
Rugby	Rugby	c.5,000
Worcester	Worcester/ Wychavon/ Malvern Hills	c.5,000
<b>Additional Rural Provision</b>		
Shropshire	All	c.1,900
Herefordshire	All	c.1,200
Worcestershire	Malvern, Wychavon, Wyre Forest	c.1,900
<b>TOTAL NHPAU Mid</b>		<b>46,500</b>

Focuses development towards the south east of the midlands and south Birmingham, identifies substantial new capacity in Greenfield and Greenbelt locations first of the 5 options to meet the mid range target for new development

- Focus growth in locations aligned to areas of greatest economic growth
- Current build rates and market indicators suggest a greater risk of delivering additional growth within urban areas
- Larger urban extensions (c. 5,000) units provide a more sustainable critical mass of development
- There is a need for additional housing in rural locations with most affordability pressures

### Implications for Bromsgrove

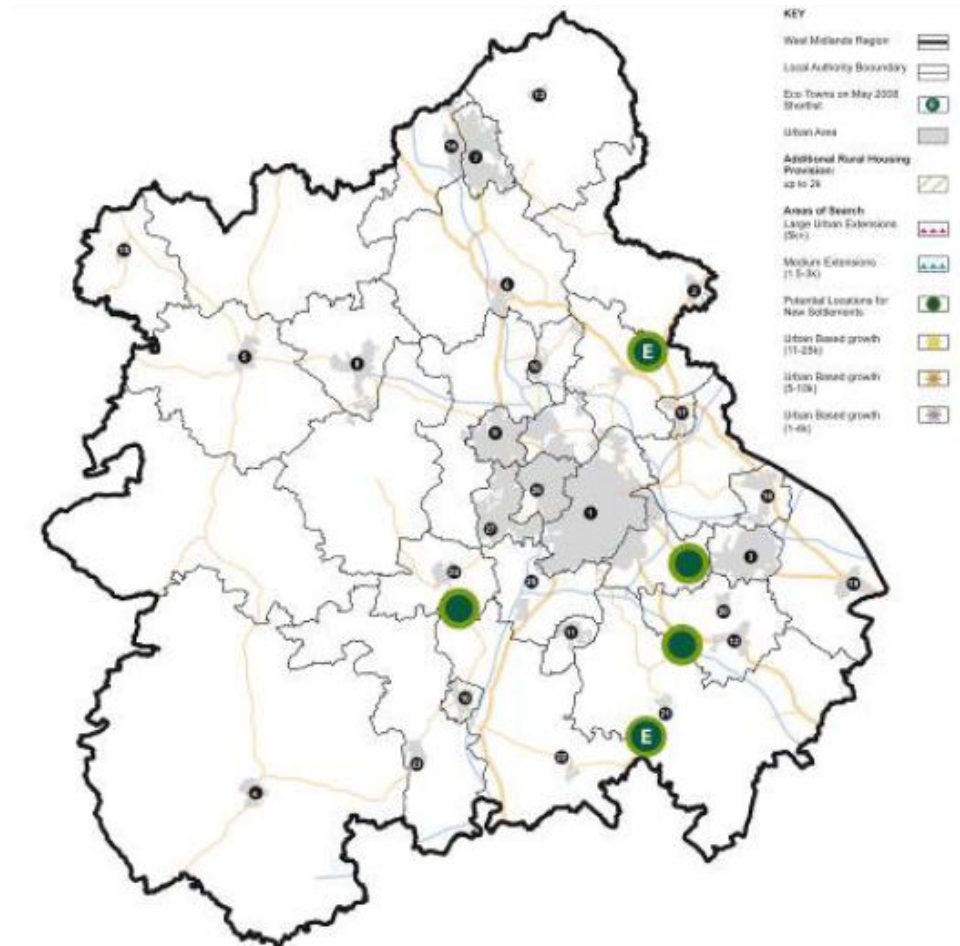
Option 3 identifies growth in the range of 5000 new dwellings could be provided as urban extensions to both south Birmingham in Bromsgrove, and Redditch in Bromsgrove and or Stratford. These further allocations would be additional to the

- 750+ at Longbridge for Birmingham's needs in the north of the district,
- and the 3300 potentially adjacent to Redditch in the south of the district.



This level of development would not only remove huge amounts of land in the Green belt but would also put pressure on all the physical and social infrastructure in the district.

## Option 4 New Settlements



This option has looked across the Midlands for potential new settlements to meet the growth needs as well as considering the Eco Town bids, the likely scale of these new developments is 20,000 new dwellings in each. Broad justification for this approach is

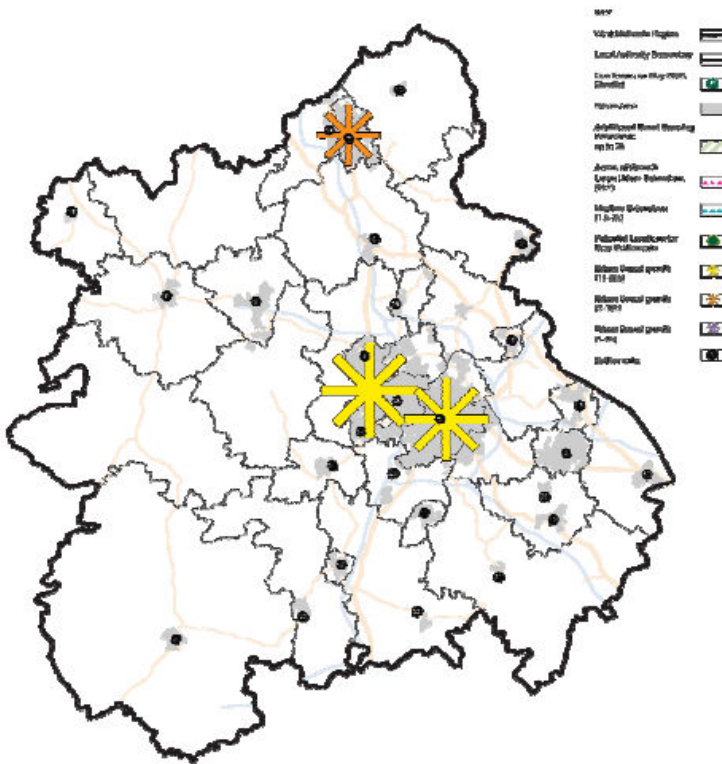
- New Settlements provide an alternative to urban extensions as a means of delivering growth outside the urban area
- A basis for larger and longer term growth poles for development through and beyond RSS
- Scope to align to potential need for economic development
- Taking advantage of underused transport infrastructure and/or sites
- Scale and critical mass for self containment

### Implications for Bromsgrove

Whilst this option does not suggest any new settlements in Bromsgrove at the moment, if more work is done in order to justify this approach then the locations of the current new settlements may change although I think this is unlikely. As with all these options any

development in or near to Bromsgrove District could put extra pressure on existing infrastructure, this option does identify locations in adjoining districts where new settlements could be located. Depending on how quickly and easily deliverable these new settlements are significant pressure could be placed on other districts in the short term as developers cherry pick the easier to develop urban extension sites.

### Option 5 Major Urban Area Supply Focus



Urban-based growth	Local Authorities in Area of Search	Indicative Number of additional Units
North Staffs	Newcastle/ Stoke on Trent	c.6,000
Black Country	Black Country authorities	c.22,000
Birmingham	Birmingham	c.18,500
<b>Total NHPAU Mid</b>		<b>46,500</b>

This option mirrors option 1 although requires the major urban areas (Birmingham, the Black Country and Stoke) to find even more capacity on brownfield sites. this increased demand for capacity could effect the type and quality of the developments in the MUAs, broad justification is

- That the additional growth should be focused on available ‘brownfield’ capacity rather than in Greenfield locations
- That the MUAs should provide the principal focus for this in line with the RSS
- Work underpinning RSS and Core Strategies has identified capacity for development within core areas of regeneration, but is there potentially scope to identify further development beyond these foci?

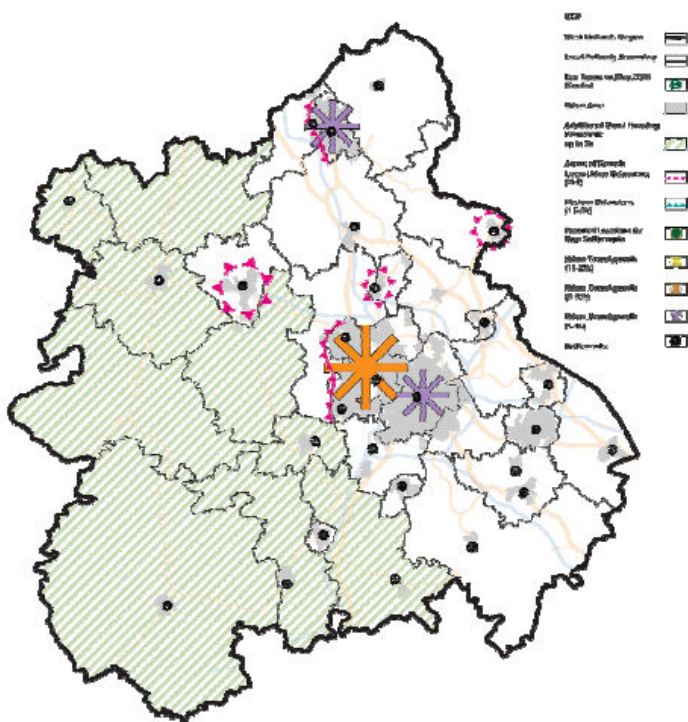
#### Implications for Bromsgrove

No further land than currently identified would need to be released around Bromsgrove or Redditch

Significant growth focussed on Birmingham and the Black Country could place pressure on existing infrastructure particularly the motorway network.

Developers may focus on easy to develop greenfield sites in Bromsgrove early on in the plan period rather than harder to develop brownfield sites in the MUAs, core strategy policies would need to be very strong in order to resist development early on to ensure it is phased over the whole period of the plan.

## Option 6 Northern Urban Focus with Rural Provision



Location	Local Authorities in Area of Search	Indicative Number of additional Units
<b>Large Urban Extensions</b>		
Telford	Telford & Wrekin	c.10,000
Black Country	Black Country/ South Staffordshire/ Bromsgrove	c.10,000
Burton on Trent	East Staffordshire	c.5,000
North Staffs MUA	Newcastle / Stoke	c.5,000
Cannock	Cannock Chase/ South Staffordshire	c.5,000
<b>Urban-based growth</b>		
North Staffs	Newcastle/ Stoke	c.1,250
Black Country	Black Country	c.4,750
Birmingham	Birmingham	c.3,750
<b>Additional Rural Provision</b>		
Shropshire	All	c.1,900
Herefordshire	All	c.1,200
Worcestershire	Malvern, Whychavon, Wyre Forest	c.1,900
<b>TOTAL NHPAU MID</b>		<b>46,500</b>

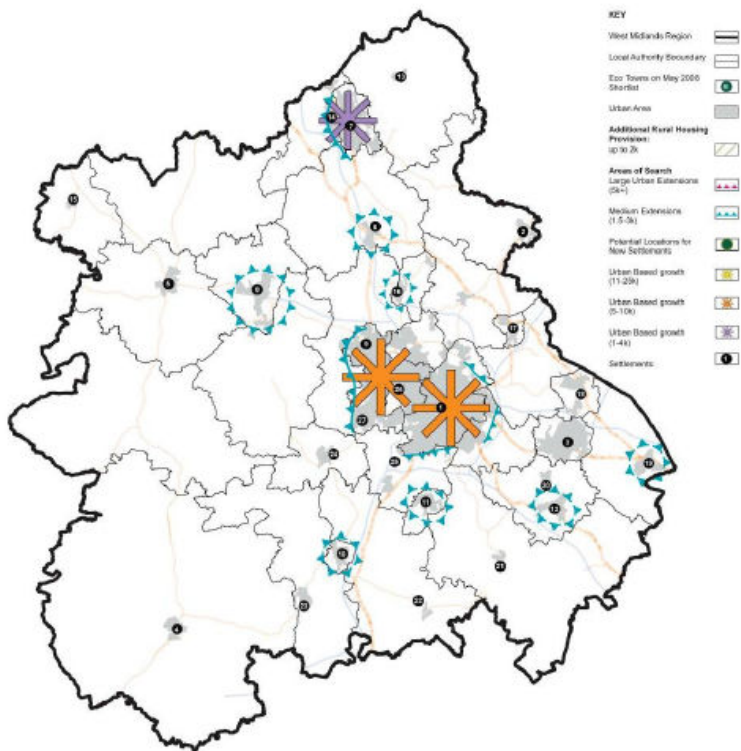
Similar to option 3 although with growth focussed in the north of the region

- An alternative to focusing growth in the more congested south and east of the region should be considered
- There are opportunities to extend urban areas in less congested parts of the region
- There is scope for further modest increases in brownfield output
- That rural areas should receive increased provision to address specific rural affordability challenges

### Implications for Bromsgrove

This option has no additional impact on the district in terms of releasing land for new development although focussing development entirely in the north of the region could have longer term negative social, and economic effects on areas to the south.

## Option 7 Distributed Urban Growth



Location	Local Authorities in Area of Search	Indicative Number of additional Units
<b>Medium Urban Extensions</b>		
Birmingham South	Birmingham	c.2,500
Birmingham East	Birmingham	c.2,500
Birmingham/Solihull	Birmingham/Solihull	c.2,500
Warwick	Warwick	c.2,500
Redditch	Redditch/ Bromsgrove/ Stratford	c.3,000
Black Country	Black Country authorities	c.2,000
Worcester	Worcester/ Wychavon/ Malvern Hills	c.3,000
North Staffs	Newcastle/ Stoke	c.2,000
Cannock	Cannock Chase/ South Staffordshire	c.2,000
Stafford	Stafford/South Stafford	c.3,000
Telford	Telford & Wrekin	c.3,000
Rugby	Rugby	c.3,000
<b>Urban-based growth</b>		
North Staffs	Newcastle/ Stoke	c.2,200
Black Country	Black Country authorities	c.8,360
Birmingham	Birmingham	c.6,600
<b>TOTAL NHPAU MID</b>		<b>46,500</b>

This option is the last of the options targeted at meeting the Mid range Figure of the NHPAU projections. This approach spreads the growth across the region.

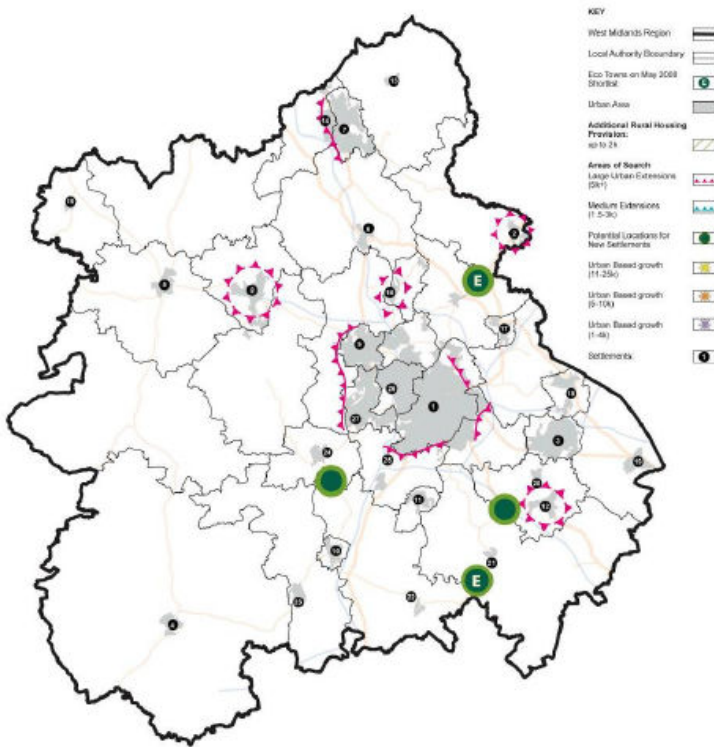
- Growth should be distributed across a wide range of different locations in medium rather than large scale urban extensions that may be easier/quicker to deliver
- there is scope to deliver some increased brownfield growth in the MUAs

### Implications for Bromsgrove

This option identifies urban extensions in line with those identified in option three, south Birmingham and Redditch although due to the more distributed growth pattern in other locations the actual number of units is less in the region of 2-3000.



## Option 8 Major Urban Growth and New Settlements



Location	Local Authorities in Area of Search	Indicative Number of additional Units
<b>Major Urban Extensions</b>		
Birmingham South	Birmingham	c.5,000
Birmingham East	Birmingham	c.5,000
Birmingham/Solihull	Birmingham/ Solihull	c.5,000
Warwick	Warwick	c.5,000
Telford	Telford & Wrekin	c.5,000
Black Country	Black Country/ South Staffordshire/ Bromsgrove	c.5,000
Burton on Trent	East Staffordshire	c.5,000
North Staffs Conurbation	Newcastle/ Stoke	c.5,000
Cannock	Cannock Chase/ South Staffordshire	c.5,000
<b>New Settlements</b>		
Middle Quinton	Stratford	c.9,000
Curborough	Lichfield	c.9,000
One or two further Settlements	To be Determined	c.18,000
<b>TOTAL NHPAU HIGH</b>		<b>80,700</b>

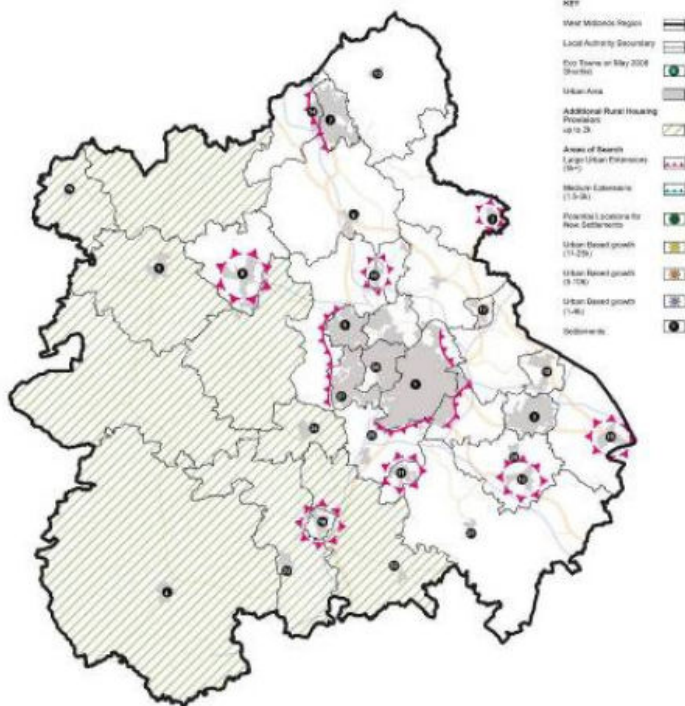
Option designed to deliver the upper range of growth by targeting urban extensions on the larger settlements across the Midlands and new Settlements.

- To deliver the upper range NHPAU
- That growth is best accommodated by delivering it in a smaller number of larger developments capable of supporting services
- New Settlements provide an alternative to urban extensions as a means of delivering growth outside the urban area
- That growth should be focused around the MUAs and locations where there may be a latent supply of land for development

### Implications for Bromsgrove

Urban extension in the region of 5000 dwellings identified for South Birmingham, no further expansion of Redditch

## Option 9 Major Urban Extensions and Rural Provision



Location	Local Authorities in Area of Search	Indicative Number of additional Units
<b>Major Urban Extensions</b>		
Birmingham South	Birmingham	c.5,000
Birmingham East	Birmingham	c.5,000
Birmingham/Solihull	Birmingham/ Solihull	c.10,000
Warwick	Warwick	c.10,000
Redditch	Redditch/ Bromsgrove/ Stratford	c.5,000
Telford	Telford & Wrekin	c.10,000
Black Country	Black Country/ South Staffordshire/ Bromsgrove	c.5,000
Burton on Trent	East Staffordshire	c.5,000
North Staffs	Newcastle/ Stoke	c.5,000
Rugby	Rugby	c.5,000
Worcester	Worcester/ Whychavon/ Malvern Hills	c.5,000
Cannock	Cannock Chase/ South Staffordshire	c.5,000
<b>Additional Rural Provision for Affordability</b>		
Shropshire	All	c.1,900
Herefordshire	All	c.1,200
Worcestershire	Malvern, Whychavon, Wyre Forest	c.1,900
<b>TOTAL NHPAU HIGH</b>		<b>80,700</b>

Option distributes growth across the region in the form of major urban extensions and increased rural provision.

- To deliver the upper range NHPAU
- Given the need to deliver much higher growth, current build rates and market indicators suggest a greater risk of delivering additional growth within urban areas
- Larger urban extensions (c. 5,000) units provide a more sustainable critical mass of development
- There is a need for additional housing in rural locations with most affordability pressures

### Implications for Bromsgrove

Major urban extensions identified at both South Birmingham and Redditch both in the region of 5000 dwellings along with all the other potential implications associated with the others options which focus growth in the Bromsgrove District.

## Key Questions

The following are some of the more relevant questions NLP are asking about the options they have produced. As you can see from the number and type of questions these options are very much work in progress and many significant issues need to be addressed before any validity can be associated with them.

- Completions in these locations (MUA) are undershooting current RSS targets by some margin – does adding to the target in these areas make it more deliverable?
- Are there potential urban displacement issues?
- What form of development is most likely to result if it is deliverable?
- Are the underlying support (regeneration, funding and market etc) mechanisms in place to deliver?
- Are these the right areas of search for major urban extensions?
- Can the infrastructure adequately serve the developments: Transport? Utilities? Other?
- What about landscape/ ecology/ Green Belt?
- How would additional rural provision be delivered? And is it needed?
- Are there potential suitable locations for new Settlements within the broad areas of search?
- Is the underused infrastructure capable of accommodating growth? Does growth support investment in infrastructure?
- Is this form of development preferable to growth extending outwards from the urban area?
- What impact would identifying additional capacity have on the ability of public sector partners to focus on bringing forward growth in priority locations?
- Build rates are already well below current RSS. Can the market deliver more? Does simply increasing the target further make it more likely?
- What type of units would be provided?
- What about landscape / Green Belt?
- Can additional brownfield output be delivered?
- How well does it link with economic pressures and market deliverability?
- Does it really focus housing where it is most needed?
- Is this the most sustainable pattern development?
- Will medium sized developments support necessary social community, transport and other infrastructure required?
- Will a higher brownfield requirement for the MUAs deliver increased output given current under performance?

## Next Steps

<b>July and August</b>	Appraisal and identification of risks for each option Sustainability appraisal Implications of Options for RSS
<b>September</b>	Regional Seminar 3
<b>October</b>	Final Report

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## BROMSGROVE DISTRICT COUNCIL

### LOCAL DEVELOPMENT FRAMEWORK WORKING PARTY

23<sup>RD</sup> OCTOBER 2008

#### WHITE YOUNG GREEN SECOND STAGE REPORT

Responsible Portfolio Holder	Councillor Jill Dyer
Responsible Head of Service	Dave Hammond
Key Decision	

#### 1. SUMMARY

- 1.1 This report details the findings of the second stage Study into the Future Growth Implications of Redditch carried out to inform the Regional Spatial Strategy (RSS) Phase 2 revision.

#### 2. RECOMMENDATION

- 2.1 That Members note the conclusions of the study and the implications for Bromsgrove.

#### 3. BACKGROUND

- 3.1 As Members will be aware the phase 2 revision of the RSS proposes an additional 3300 dwellings to meet the needs of Redditch to be accommodated in Bromsgrove and/ or Stratford adjacent to the boundary of Redditch. Currently the revision does not specify how this requirement should be split between the districts, which present a challenge for the authorities in progressing their respective Core Strategies. In order to move to the latter stages of Core Strategy production the District Council needed to have more clarity on the levels of development potentially required in Bromsgrove for Redditch's growth needs.
- 3.2 Government Office and the Regional Assembly have indicated that they expect robust arrangements to be put in place to determine the split in the housing and employment land targets between the authorities' areas to provide greater certainty in the preparation of Core Strategies.
- 3.3 To support the preparation of the RSS, Worcestershire County Council, Redditch Borough, and Bromsgrove and Stratford District Councils commissioned consultants White Young Green to undertake a 'Joint Study into the Future Growth of Redditch Town to 2026'. This study was completed in December 2007 and forms a key part of the evidence base for the RSS.
- 3.4 This 1<sup>st</sup> stage study is strategic in nature and provides an independent view on (i) the potential capacity of Redditch Town to accommodate additional growth; and (ii) taking account of that capacity, to give a view on the scale of

and likely implications of growth in the surrounding districts of Bromsgrove and Stratford that will be required to meet Redditch Borough-related growth needs. Having considered areas of search the study provides sufficient evidence for a view to be formed on the broad balance of development required between Redditch Borough and the surrounding two districts of Bromsgrove and Stratford-on-Avon; the key infrastructure issues such levels of growth are likely to give rise to and which will need to be addressed; and the key policy implications that will need to be addressed such as the impact the levels of growth will potentially have on the Green Belt and its purposes.

- 3.5 However, there was general agreement between the authorities concerned that the Joint Study was insufficiently detailed to allow district level splits of Redditch Borough-related growth to be identified. At a meeting on the 19<sup>th</sup> of March 2008 attended by the Leaders and senior officers of all the Local Authorities it was agreed that additional work needed to be done to augment the broad study findings.
- 3.6 White Young Green were subsequently commissioned to undertake this work on behalf of the West Midlands Regional Assembly, Worcestershire County Council, Redditch Borough, and Bromsgrove and Stratford District Councils.
- 3.7 This additional work was to investigate the following elements
  - a) Whether Redditch Borough can accommodate more than its 3300 dwelling designation within its boundary and the optimum split of the remaining designation between Stratford and Bromsgrove districts, together with a phasing programme based on two scenarios firstly the Preferred Option figures for housing and employment land together with a second scenario of a 30% increase on these figures;
  - b) Provide detailed information on the likely impacts of development (including different scales of development) on the priority of sites to be developed. This will relate to the areas of search considered within the existing Joint Study (or parts of them), in terms of the natural environment, including sensitive sites and opportunities for protection and enhancement (i.e. a more robust and detailed SWOT type analysis). This should include reference to the Worcestershire/Warwickshire Landscape Character Assessments and the application of a sensitivity analysis.
  - c) The suitability or otherwise of the areas of search (or parts of them) in relation to the existing Redditch Town form, in particular accessibility to essential Town Centre facilities and transport nodes. An accessibility profile for areas of search (or parts of them) would need to be established to allow comparisons;
  - d) The key infrastructure issues to be faced, particularly with regard to the two concerns identified within the Joint Study regarding new transportation and foul water infrastructure. This would need to address the issue of

which areas of search (or parts of them) are most likely to be deliverable, or are preferable for development given the scale of infrastructure needs and likely costs. This should examine the scale of development and associated infrastructure required in various areas to justify unlocking them. In terms of transportation this would involve more detailed analysis throughout the sub-region of trip rates, the implications of growth on the proposals for the Studley by-pass, the Bordesley by-pass and future rail plans particularly along the cross city line between Redditch and the conurbation.

- e) The implications of development in the areas of search (or parts of them) in respect of one another in terms of specific impacts on the purposes of the Green Belt and in helping to deliver the aims of the RSS (e.g. urban renaissance of the MUAs and local regeneration), including for example an appraisal of the proposed development on the strategic function of the Green Belt;
- f) Thorough/rigorous consideration of the capacity of the Areas of Development Constraint and White Land (Winyates Green Triangle) within and adjacent to Redditch;
- g) Detailed scrutiny of the capacity of the urban area, both the Town Centre and more widely in terms of the adopted open space standards in Redditch;
- h) Sustainability Appraisal to consider likely sustainability impacts of the scale of development required and the implications, for example in terms of infrastructure needed.

3.8 This Stage 2 study was completed on 10 October 2008. The review of open space within Redditch identified 6 potential sites totalling 7.5 hectares, yielding capacity to accommodate 147 dwellings. The study also examined constraints on development in terms of the provision of infrastructure. 9 areas of search were investigated including:

1. The southern gap (Astwood Bank/Studley)
2. Beoley
3. The Eastern Fringe (Mappleborough Green)
4. Webheath
5. Brockhill
6. Bordesley Park
7. Foxlydiate Woods
8. Winyates triangle
9. Ravensbank

3.9 The general findings of the study are as follows:

- There are more suitable locations outside of Redditch Borough than the 3 previously designated ADR's at Brockhill, Webheath and A435
- Redditch Borough is not able to meet the RSS requirement of 3300 within its boundaries
- 2243 can be accommodated within Redditch's boundaries leaving 4357 to be accommodated in Bromsgrove( *this does not take into account the additional potential 2500 from NLP findings = 6857, please see separate report elsewhere on this agenda which addresses this issue*)
- None of Redditch's housing requirements should be met in Stratford District
- Approx 10 hectares of land at Winyates Green Triangle should be identified for employment purposes
- The Green Belt should be extended westwards in Warwickshire to include all the land between the A435 and the County boundary.
- The preference for development, in order, is:
  1. Bordesley Park
  2. Foxlydiate Woods  
and as a last resort:
  3. Brockhill ADR
  4. Part of the land in the A435 ADR (north of the junction with the A4189 Warwick Highway)

3.9 This study, together with the feedback from public consultation will be available to inform the Local Authorities response to the WMRSS Preferred Option and the NLP study by 8 December.

#### **4. FINANCIAL IMPLICATIONS**

4.1 The costs for carrying out this study was £50,000 to be joint funded by Worcestershire County Council, Stratford District Council, Redditch Borough Council, Bromsgrove District Council and the West Midlands Regional Assembly. At the meeting on the 19<sup>th</sup> May both the Leader of the Council and the Chief Executive agreed to part fund this work to the sum of £10,000.

## 5. LEGAL IMPLICATIONS

- 5.1 The RSS is the responsibility of the West Midlands Regional Assembly and is being prepared under the regulations of the Planning and Compulsory Purchase Act 2004; the district council also has an obligation under the act to prepare a Local Development Documents in line with the Local Development Scheme. The ability to prepare these documents is influenced by progress on the RSS.

## 6. COUNCIL OBJECTIVES

- 6.1 The ability of the Council to deliver its objectives is affected by the status of the Local Development Framework (LDF). All documents produced as part of the LDF have to be in general conformity with the RSS, therefore the RSS will ultimately impact on these objectives and priorities. The table below indicates potential impacts.
- 6.2 The ability to implement the Bromsgrove Sustainable Community Strategy is also highly dependant of the Local Development Framework. Many of the areas covered by the Sustainable Community Strategy cannot be delivered without formal planning polices.

<b>Council Objective (CO)</b>	Regeneration	<b>Council Priority (CP)</b>	1. Town centre 2. Housing
<b>Impacts</b>			
Policies in the RSS support the development of centres across the region, including those not specifically named as Major Urban Areas or, Settlements of Significant Development. The ability to regenerate the town are not adversely effected by policies in the RSS			
<b>Council Objective (CO)</b>	Improvement	<b>Council Priority (CP)</b>	3. Customer service
<b>Impacts</b>			
No impact			
<b>Council Objective (CO)</b>	Sense of Community and Well Being	<b>Council Priority (CP)</b>	4. Sense of community
<b>Impacts</b>			
The RSS gives a strategic framework for planning across the region. Plans at a more local level can then create planning policies that provide developments which can enhance the sense of community and well being.			
<b>Council Objective (CO)</b>	Environment	<b>Council Priority (CP)</b>	5. Clean streets and recycling

<b>Impacts</b>
In the Long term the RSS could help provide more waste management facilities in the district.

## **7. RISK MANAGEMENT**

7.1 The main risks associated with the details included in this report are:

- Inability to produce development plan documents which are judged to be sound by the planning inspectorate.

7.2 These risks are being managed as follows:

Risk Register: Planning and Environment  
Key Objective Ref No: 6  
Key Objective: Effective, efficient, and legally compliant Strategic planning Service

7.3 Progress on the LDF is monitored by the government through the Local Development Schemes and Annual Monitoring Reports produced by the Strategic Planning section. The progress on the Local Development Scheme is a key factor used to allocate Housing and Planning Delivery Grant. Failure to progress the LDF inline with the Local Development Scheme could have short term financial implications. Consistent failure to produce LDF documents specifically the Core Strategy could result in the GOWM taking the strategic planning function away from control of the council. In this case they would employ other planning professionals to prepare the core strategy on behalf of the GOWM and then impose it on the District Council, whilst also requesting that the district council pay the consultancy fees accrued in the process.

## **8. CUSTOMER IMPLICATIONS**

8.1 Endorsing the agreement to carry out a further technical study will have no direct implications on the council's customers; however the implications of the work are likely to have a wide sub regional impact on customers as does the RSS.

## **9. EQUALITIES AND DIVERSITY IMPLICATIONS**

9.1 This study will form part of the evidence base to inform the Core Strategy. Consultation will be carried out with all sections of the community as the plan progresses.

## **10. VALUE FOR MONEY IMPLICATIONS**

10.1 The proposed study is to be jointly funded by a number of different bodies thereby distributing the costs, it is also hoped that White Young Green who

carried out the original work will also be able to complete the part 2 study thereby reducing the time and cost implications of a further procurement exercise.

#### 11. **OTHER IMPLICATIONS**

Procurement Issues	None
Personnel Implications	None
Governance/Performance Management	None
Community Safety including Section 17 of Crime and Disorder Act 1998	None
Policy	The policy decisions taken at a regional level directly effect the ability to generate local policies especially in relation to planning
Environmental	As stated above their will be implications to the environment over a long period of time, the exact effects are currently unknown.

#### 12. **OTHERS CONSULTED ON THE REPORT**

Portfolio Holder	No
Chief Executive	No
Executive Director - Partnerships & Projects	No
Assistant Chief Executive	No
Head of Service	Yes
Head of Financial Services	No
Head of Legal, Equalities & Democratic Services	No
Head of Organisational Development & HR	No
Corporate Procurement Team	No

#### 13. **WARDS AFFECTED**

All wards

#### 14. **APPENDICES**

Appendix A – White Young Green Second Stage Report October 2008

#### 15. **BACKGROUND PAPERS**

None

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DRAFT

**STUDY INTO THE FUTURE GROWTH IMPLICATIONS OF REDDITCH**

**Second Stage Report  
to  
The West Midlands Regional Assembly  
Worcestershire County Council  
Redditch Borough Council  
Bromsgrove District Council  
Stratford-on-Avon District Council**

**Second Draft  
October 2008**



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## 1 Introduction

### The Phase I Study

- 1.02 White Young Green Planning (WYG) were jointly appointed by The West Midlands Regional Assembly, Worcestershire County Council, Redditch Borough Council, Bromsgrove District Council and Stratford on Avon District Council to assess the implications for Redditch of achieving each of three growth scenarios then being considered by the West Midlands Regional Spatial Strategy Phase Two Revision in May 2007.
- 1.03 The quantity of land required to meet the three options including allowances for employment, retail and community uses together with sufficient land for open space to maintain the form and character of the town was calculated and broad strategic directions for growth were evaluated.
- 1.04 The Report concluded that there was insufficient existing urban capacity to meet any of the options and that some extensions to the existing urban area would be necessary.
- 1.05 The Borough of Redditch Local Plan No.3 designated three Areas of Development Restraint (ADRs) which it recognised may be needed to accommodate future growth. These areas are excluded from the Green Belt but it is a matter for future revisions to the Development Plan (the LDF) to consider their actual allocation. These areas could be regarded as being sequentially preferable to other areas of open countryside that have either been considered for development (either as part of previous reviews of the Local Plan or through Section 79 Inquiry) and ruled out, or have never been considered at all.
- 1.06 The identified urban capacity plus the development of the ADRs and Winyates Triangle (an area of White Land within Stratford-on-Avon's administrative area) would be sufficient to meet Option 1 but further

urban extensions which would inevitably involve land designated as Green Belt would be required to cater for either Option 2 or 3.

- 1.07 Much of this land would fall within the neighbouring authorities of Bromsgrove and/or Stratford-on-Avon Districts.
- 1.08 Although these assessments allowed Redditch's levels of green space to be maintained in any expansion area and would facilitate the incorporation of major landscape and ecological features, the extent of urban extension required to meet Option 2 and more particularly Option 3 would be perceived as a major incursion in to surrounding countryside.
- 1.09 Constraints imposed by highway and drainage infrastructure are generally less to the north than to the south and west. Expansion northwards including the development of the Brockhill ADR would be relatively close to the town centre and significant savings on vehicle mileage in comparison with the more peripheral locations could be achieved particularly if improved public transportation links are incorporated into any masterplan for the area. For these reasons the report concluded that development to the north of the town would be more likely to result in a more sustainable pattern of development.
- 1.10 Subsequent to the publication of the draft Report the West Midlands Regional Assembly in January 2007 published a Preferred Option for the RSS Phase 2 revision which:
- Revised the start date from 2001 to 2006
  - Allowed for small adjustments, including the possibility of compensating additions, to the Green Belt to allow for the most sustainable form of development.
  - Replaced the former designation of Sub-Regional Foci with Settlements of Significant Development which also includes Redditch thereby removing limitations to Redditch's growth imposed by the existing RSS's regional hierarchy

- 1.11 Due to these changes an addendum was added to the report which noted that if these RSS revisions are accepted by the Secretary of State then it would be open to the three authorities to consider the most appropriate distribution for necessary growth outside the urban area based on the principles of sustainable forms of development as part of the preparation of their Local Development Frameworks. Within that context, one potential scenario is that most, if not all, of the growth could be accommodated on land currently designated as Green Belt with other land, including that currently designated as ADR, being added to the Green Belt in compensation.
- 1.12 The Regional Assembly has agreed that as part of the RSS Preferred Option, the level of growth at Redditch for the revised plan period of 2006-2026 should be 6,600 dwellings, some of which would need to be provided on land within the administrative areas of Bromsgrove and/or Stratford-upon-Avon District Councils.
- 1.13 The report calculated that about 150 hectares of Green Belt could be required in the adjacent authorities to accommodate housing growth, together with related employment and community land uses.

#### **The Phase II Study**

- 1.14 Following publication of the Preferred Strategy the Regional Assembly received a letter from Baroness Andrews in which she informed the Assembly that GOWM would commission a study to provide the Panel undertaking the Examination in Public with further options that could deliver higher housing numbers. GOWM appointed planning consultants Nathaniel Lichfield and Partners to undertake this study which was published on 7<sup>th</sup> October 2008. The study does not recommend allocating any additional growth to Redditch but does suggest that 2,500 units from Bromsgrove's additional growth could be associated with Redditch. This study will therefore consider two growth options based on 6,600 and 9,100 dwellings.

- 1.15 This study will review the findings of the 2007 study and consider in more detail how best to distribute the required growth scenarios to Redditch's existing urban area including land within Bromsgrove and Stratford on Avon District Council areas.
- 1.16 The study builds upon the Addendum to the Phase I Study and is an objective appraisal of the most appropriate way of accommodating the growth options not constrained by the administrative boundaries of the local authorities or policy designations of Green Belt or Areas of Development Restraint (ADR). For these reasons the report's findings differ to those of the prevailing Local Plans, the emerging LDF core strategies and the 2006 Masterplan for North West Redditch which considered the development of the Brockhill ADR and proposals for the redevelopment of the Abbey Stadium.
- 1.17 The study will review what existing capacity exists within the Redditch urban area to accommodate new development, consider the advantages and disadvantages of alternative growth patterns and identify potential sites to meet the growth requirements.
- 1.18 Redditch Borough Council (RBC) are undertaking a Strategic Housing Land Availability Assessment (SHLAA) which will evaluate the sources of residential capacity. As part of this study we have carried out a partial review of RBC Open Needs Assessment which has identified some potential surplus open space which has been fed in to the SHLAA. The preliminary findings of the SHLAA have been taken into account of in this study.
- 1.19 RBC are also carrying out an assessment of employment land. The findings of this study are not available and we will therefore use the employment land requirements from the Preferred Option of the RSS and calculations of existing employment land capacity.

- 1.20 The study considers what land requirements will be required as sustainable urban extensions (SUEs) to meet the two growth scenarios taking into account these identified capacities and making allowances to provide open space, education and community services such as local shops and community facilities.
- 1.21 We have also considered the likely form and character of these urban extensions. Redditch has a unique urban form stemming from its design as a New Town. It is characterised by large areas of banded tree planting and landscaping to the principal distributor roads which shield and separate the individual districts and neighbourhoods.
- 1.22 This raises the issue as to whether these urban extensions should continue this form and character or should higher densities be required to minimise the extent of these incursions into the surrounding countryside. There is clearly a balance that must be struck and the study is based on achieving a minimum density of 35 dwellings per hectare. This equates to 22.75 dwellings per gross developable area which allows for open space, and principal distributor roads. This is higher than the density of 30 dph adopted by RBC's SHLAA but should enable sufficient flexibility in the design and layout of the expansion areas to maintain the established characteristics of Redditch. By incorporating land that is less suitable for development, such as that at risk of flooding, for amenity use the extent of these incursions into the surrounding countryside will be minimised.
- 1.23 In considering the issue of sustainability we have had regard to the following factors:
- Proximity to town centre
  - Proximity to employment opportunities
  - Proximity to transportation corridors and routes
  - Quality of landscape

- Visibility of development
- Relationship with existing urban form
- Cost and availability of infrastructure
- Opportunity to develop critical mass to support local services

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## 2 Urban Capacity

### A Review of Existing Residential Land Capacity

2.01 Redditch Borough Council are undertaking a Strategic Housing Land Availability Assessment (SHLAA) which has calculated capacity from the following sources:

Total dwellings at a density of 30 dph	1121
Total dwellings in windfall allowance	432
Total dwellings identified through SHLAA	1553
Completions 06 to 08	690
Sub Total	2243

2.02 We are of the opinion that 30 dph used in the local authority's SHLAA is not sufficiently ambitious and does not reflect densities that have been achieved by actual site assessments and developments. We have therefore increased the assessment to 35 dph which equates to an additional capacity of 187 dwellings. The SHLAA also allows for a capacity of 450 dwellings from the Brockhill ADR. For reasons explained later we have disregarded this source at this stage.

Additional dwellings @ 35 DPH	187
Total	2430
RSS Target	3300
Shortfall	870

2.03 The Phase I report contained an assessment of urban capacity which amounted to 736 from surveyed capacity, and 805 from trend based capacity (from Table 3) and 1050 from the Webheath and Brockhill ADRs. Therefore the capacity from undeveloped assets has reduced from 2591

to 2003 largely through the deletion of Webheath which accounts for 600 dwellings.

- 2.04 In addition the RSS requires an additional 3,300 dwellings to meet the 'needs' of Redditch to be provided within Bromsgrove and Stratford-on-Avon District Council areas.

### **A Review of Open Space**

- 2.05 Redditch is a planned new town that incorporates good levels of open space including Arrow Valley Park which is regarded as a regional facility. There are large areas of landscaping to the principal roads leading to a perception of high levels of green space.

- 2.06 The Council commissioned Scott Wilson to undertake a Review of Open Space in 2005. The report concluded that the present levels of Open Space which amount to 7.48 hectares per 1000 population should be maintained. This standard of provision was incorporated into the land requirement calculations contained in the Phase I report.

- 2.07 As there is insufficient urban capacity available to accommodate any of the growth scenarios extensions to the urban area are inevitable. In order to minimise the extent of these incursions into the surrounding countryside a partial review of the Scott Wilson report was undertaken to ensure that there was no underutilised green space that should more properly be assessed to see if additional capacity for housing could be identified.

- 2.08 A review of two typologies; 'Amenity Open Space' and 'Semi-Natural Open Space' was undertaken. Six sites were identified and included for assessment as part of the SHLAA by the Borough Council. Capacity for an additional 147 dwellings was identified. The full assessment is included in this report as Appendix 1.

### 3 Land Requirements

#### Residential

3.01 Our assessment of the quantities of land required to meet the levels of growth over and above existing urban capacity are based on achieving a net density of 35 dwellings per hectare. As this development will be provided on large sites we have allowed 35% of the land to be used for open space, estate roads and primary schools. This equates to 22.75 dwellings per hectare gross. This figure is within the range first advanced by 'Tapping the Potential' in 1999 and this approach has not been subject to contrary advice since.

3.02 We have revised the potential residential capacity from the SHLAA. This is outlined in paragraph 2.01 above. Allowing for an existing urban capacity of 2,430 dwellings the net requirements to meet the two growth scenarios are 4,170 and 6,670 dwellings. Therefore at a gross density of 22.75 dph the land requirements will be 183 ha and 293 ha.

#### Employment

3.03 The RSS preferred option says that 51 ha of employment land will be required. According to Redditch Borough Council's Employment Commitments in Redditch Borough which has a base date of April 2008 total commitments amount to:

Allocated Sites in LP3	5.55 ha
Post LP3 adoption	12.84 ha
Ravensbank	4.67 ha
Completions 2006-08	7.65 ha
Total	30.71 ha

- 3.04 Therefore to meet an increase of 6600 dwellings an additional 20.3 ha of employment land will need to be identified. In the absence of a more accurate assessment of the employment land required to support the higher growth option of 9,100 dwellings we have made pro rata increase in employment land amounting to 31.9 ha.

#### **Open Space**

- 3.05 The gross residential density figure of 22.75 dwellings per hectare allows for a proportion of developable land to be utilised for parks and playing fields and no separate allowance has been made.

#### **Other Uses**

- 3.06 Allowance should be made for new secondary schools each of 10 hectares to include community use of playing fields to meet the requirements of both growth options. In addition an allowance for a District Centre providing convenience retailing and local services together with community uses such as church facilities should be allowed for at 0.8 ha hectare per 1,000 dwellings.

**Summary**

Growth Option (dwellings)	6,600	9,100
Urban Capacity	2,430	2,430
Net Requirement	4,170	6,670

Residential Area (@22.75 dph)	183.3 ha	293.2 ha
Employment (Net)	20.3 ha	39.6 ha
Education	10 ha	20 ha
Retail & Community (0.8ha/1000 dwellings)	3.3 ha	5.3 ha
<b>TOTAL</b>	<b>216.9 ha</b>	<b>358.1 ha</b>

3.07 The table on the following page compares the land requirements assessed by the Phase I study with those now being proposed. There are a number of reasons for the variations between the studies:

- The amount of identified urban capacity which has decreased from 4,173 to 2,430.
- The Phase I study maintained the existing open space standard of 7.43 ha per 1000 population. This study has used a more commonly accepted standard of discounting net density.
- The Phase I study used a basic formula to calculate employment land requirements. This study is based on the Revised RSS figure which we have increased pro rata for the higher growth option which generates a higher figure. This matter will be further refined by the RBC Employment Study which is being undertaken which may result in modifications to the figures used.
- We have used higher estimates for other uses. This is to accommodate secondary schools within one or both of the SUEs. Whilst these schools may not be required in the early phases of development, one of the principles of a sustainable urban extension is the provision of services and facilities on a local basis and we are of the opinion that sufficient land capacity should be allowed on this basis.

For these reasons the figures contained in this report should be regarded as more robust than the more strategic assessments in the Phase I report.

**Phase I Study**

	RSS Option 1	Option 2	Option 3
Dwellings	4,300	8,200	13,200
Net Residential Land (ha)*	5.73	181.46	406.81
Employment (ha)	8.2	15.62	25.14
Other uses	1.79	3.4	13.84
Total	17.82	200.48	445.43

\* Allowing for existing urban capacity. Residential and Open Space figures from 2007 Report amalgamated for comparison purposes.

**Phase II Study**

	Preferred Option	+ Growth
Dwellings	6,600	9,100
Net Residential Land (ha)	183.3	293.2
Employment (ha)	20.3	39.6
Other uses	13.3	25.3
Total	216.9	358.1

3.08 All of these options with the exception of the RSS Option 1 in the Phase I study require significant extensions to the urban area.

### 3.09 Constraints on Development

3.10 In this section we consider factors that will influence the choice of location including prevailing policy issues and the provision of infrastructure.

## **Policy Issues**

### **The Areas of Development Restraint**

3.11 The three local authorities have decided not to produce a joint Core Strategy. Redditch Borough Council has produced a draft Core Strategy Issues and Options paper for consultation which states that:

*'The Strategic target can be met using urban area sites and ADRs. There is no need to use Green Belt within the administrative area of the Borough. There are particular reasons why the Green Belt areas in Redditch Borough should not be used for development. Therefore this makes the ADRs strategic sites for the delivery of housing growth and some employment growth in the Borough up to 2028'*

3.12 The draft Core Strategy is therefore based on the proposition that because the ADRs have been excluded from the Green Belt that they are sequentially preferable in policy terms to land covered by the designation and this would be the case if the Green Belt boundaries are not reviewed. The Redditch Local Plan states that no development will take place in the ADRs until their future has been reviewed at a future review of the Development Plan (the current LDF process).

3.13 The review of the RSS has opened the door to alterations to the Green Belt Boundary in order to accommodate necessary growth in the most sustainable form. Therefore this report will evaluate the ADRs alongside other potential urban extensions which are currently Green Belt and the eventual selection made on which option best meets objectives such as sustainable development. This may alter the balance of land to be found within and beyond the boundaries of the Borough Council.



### The Green Belt

- 3.14 Any alterations to the established Green Belt are likely to be controversial and will require careful consideration and justification. Before contemplating any variation to the existing boundaries and whether the modification to boundaries in one direction would be inherently more harmful to another it is necessary to consider the original objectives of Green Belts.
- 3.15 Planning Policy Guidance 2: Green Belts (PPG2) states the objectives of Green Belts to be:
- to check the unrestricted sprawl of large built-up areas;
  - to prevent neighbouring towns from merging into one another;
  - to assist in safeguarding the countryside from encroachment;
  - to preserve the setting and special character of historic towns; and
  - to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 3.16 All planning policies and recent development plans seek to prevent the unnecessary sprawl of urban development by giving sequential priority to the redevelopment of brownfield sites and other sites within the urban area before looking at extensions and in so doing this assists in safeguarding the countryside. Redditch is not a historic town and does not have significant areas of brownfield land. Therefore the principal aim of the Redditch Green Belt is to prevent neighbouring towns coalescing.

### Infrastructure

#### Transport

- 3.17 The Summary of Key Issues affecting Redditch from the Worcestershire Local Transport Plan 2006 – 2011 states:

*Redditch, located in the north of the county, has relatively few problems relating to traffic congestion or air quality, which is in large part due to the highway network within the town being developed*

as part of the New Town expansion from the 1960's. However, accessibility can be a problem in some areas of the town, despite a reasonable bus network, and there are significant community safety concerns regarding use of the footpath and subways network. There is a proposal for a major commercial leisure development at Abbey Stadium, to the north of the town, which has significant transport implications. This was the subject of a Public Inquiry in November 2005, and if planning approval is granted it is likely to be built during the LTP2 period. This development would have a major impact on travel patterns within Redditch, as detailed below. A Bus Quality Partnership has been established within the town, and this has successfully secured funding for investment in public transport facilities within the town. Rail access to the town is via a single-track line from Barnt Green. Whilst a reasonable service is provided from Redditch to Birmingham as part of the Cross-city line, interchange with rail services to other parts of the County are poor. The main concern over traffic congestion relates to the highway network in the south-eastern area of Redditch, and the confirmation that the A435 (T) Studley Bypass will not go ahead means that alternative solutions to such congestion will need to be identified.

- 3.18 Whilst the Abbey Stadium proposals referred to did not receive planning permission paragraph 4.8.2 of the plan gives a clear indication of the highway requirements for a major development to the north-west of the centre.
- 3.19 If the proposal ultimately secures planning approval, it is programmed for construction during the LTP2 period. The Transportation Assessment for the development identified the impact of the additional travel demand upon the local highway network, and following discussions with the County Council and the Highways Agency the following transport strategy was agreed:

- Construction of the A441 Bordesley Bypass along with associated junction improvements on the A441 at the Riverside Roundabout in Redditch, and at the M42 Junction 2.
- Development and implementation of a comprehensive site Travel Plan, including improvements to the local walking and cycling networks to provide direct access between the site and surrounding residential areas, the town centre (including bus and rail stations), and the National Cycle Network. Bus services including a shuttle bus between the site and the town centre would also be provided.
- Introduction of traffic management measures on the Bypassed section of the existing A441 through Bordesley village, to deter through traffic, improve conditions for pedestrians and cyclists, and to improve facilities for bus passengers. If the development goes ahead, this package would be primarily funded by a partnership of Redditch Borough Council and the developer. Although the A441 Bordesley Bypass is a recognised new road proposal within the County Council Structure Plan, it is not a scheme of regional significance and under current traffic conditions is not considered a priority for the County Council. However, the County Council has agreed to make a contribution of up to £1 million towards the construction costs of the Bypass to ensure that the road is built to a dual carriageway standard as this is considered the most appropriate and safest standard of road for the forecast traffic flows.

3.20 A considerable amount of information was collected during the preparation of the 2007 Report. In addition Mott MacDonald have carried out a strategic assessment for the Regional Assembly.

**Rail**

- 3.21 The aim of the RSS is to meet local and sub-regional economic and social needs in the most sustainable way without attracting investment or migration from the MUAs (Para 3.11). One of the main principles of sustainable development is to reduce the need to travel particularly by car. It will therefore be necessary to balance new population growth with employment opportunities. Conversely the conurbation will continue to rely on towns such as Redditch to provide some of its labour requirements and some level of out commuting is inevitable. It is therefore important to provide, where possible, a realistic alternative to the private car.
- 3.22 Redditch is the terminal station on the line from Birmingham New Street. The capacity is limited to half-hourly services because it is a single track from Barnt Green. There are proposals to develop a second platform at Redditch which will enable capacity to be increased to a 20 minute service. These plans are being considered by the Rail Regulator on 31<sup>st</sup> October 2008.

**Services**

- 3.23 A considerable amount of information and analysis was collected during the preparation of the 2007 Report. The main conclusion was that with the exception of foul drainage that services could be provided without abnormal expenditure to all areas around Redditch.
- 3.24 There is no existing or planned spare capacity at the Priest Bridge Sewage Treatment Work to the south-west of Redditch therefore all sewage must be routed to the Spennall treatment works to the south-east of Studley. There are also capacity issues with the main sewer which runs through the centre of Redditch and therefore there is preference for sites to the east of the River Arrow. New development to the north of the town may require the construction of a new sewer through Redditch or to the east of the town. Development to the west of the River Arrow would require pumping of effluent to the new system.

- 3.25 No information was received from Severn Trent Water regarding the provision of potable water.
- 3.26 Redditch Borough Council have commissioned a Water Cycle Study which will consider both these issues in greater detail. We have no reason to assume at this stage that a technical solution to the provision of water supply and foul drainage cannot be found and that this is a question of costs and phasing.
- 3.27 Since the publication of the Phase I report the government has announced that a Community Infrastructure Levy (CIL) will be introduced on future developments. This is intended to secure contributions to a wide range of both social and physical infrastructure investments that would be required to support the growth of towns. The provision of Infrastructure Plans which will deal with the implementation of proposals will be part of the LDF process. Given the scale of developments proposed we have no reason to believe that the provision of infrastructure to the preferred locations would be abnormal such as to affect the viability of proposals.

## 4 Site Analysis

4.01 The Phase I report undertook a SWOT analysis of land around Redditch and concluded that if there was a need to identify land outside the boundaries of Redditch that sites to the north off the A441 and north west off the A448 provided the greatest opportunities in terms of accessibility to the town centre and that the servicing of sites to the west of the River Arrow were disadvantaged due to foul sewage.

4.02 We have reviewed the following locations for growth which are indicated on the map on the following page:

### **Sites within Redditch Borough**

1. Webheath
2. Brockhill

### **Sites within Redditch Borough and Stratford-on-Avon Districts**

3. The Eastern Fringe
4. The Southern Gap

### **Site within Stratford-on-Avon District**

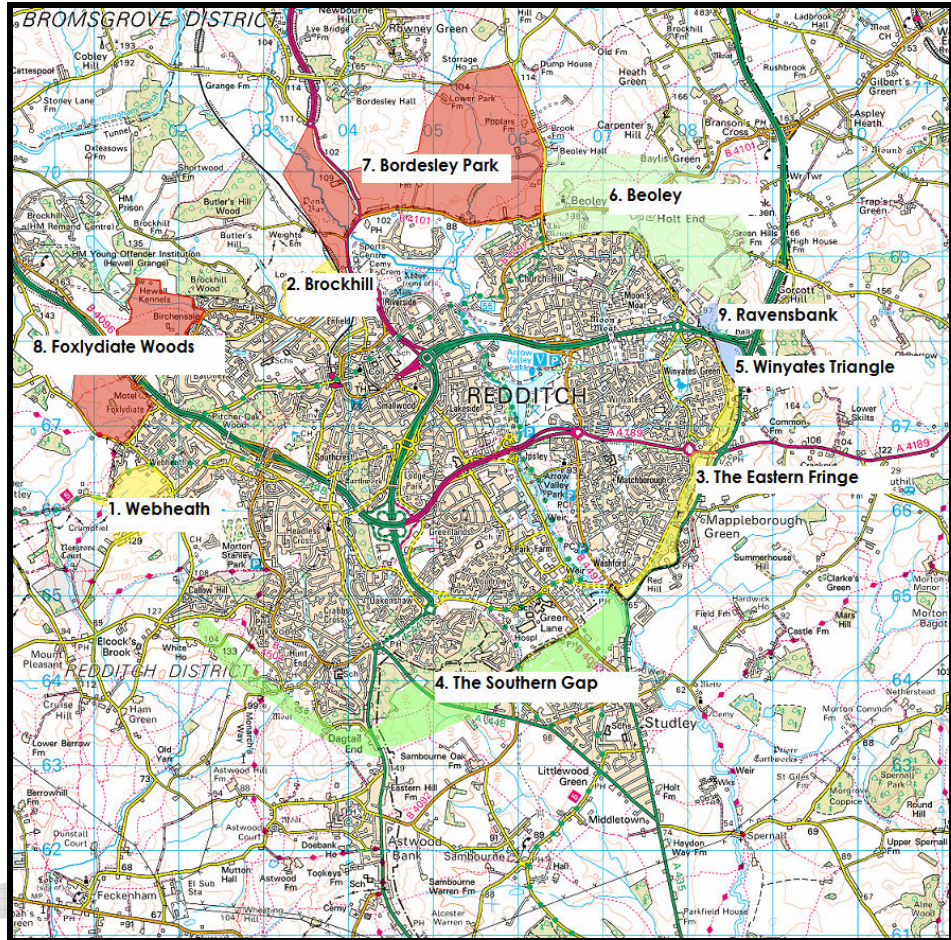
5. Winyates Triangle

### **Sites within Bromsgrove District**

6. Beoley
7. Bordesley Park
8. Foxlydiate Woods
9. Ravensbank



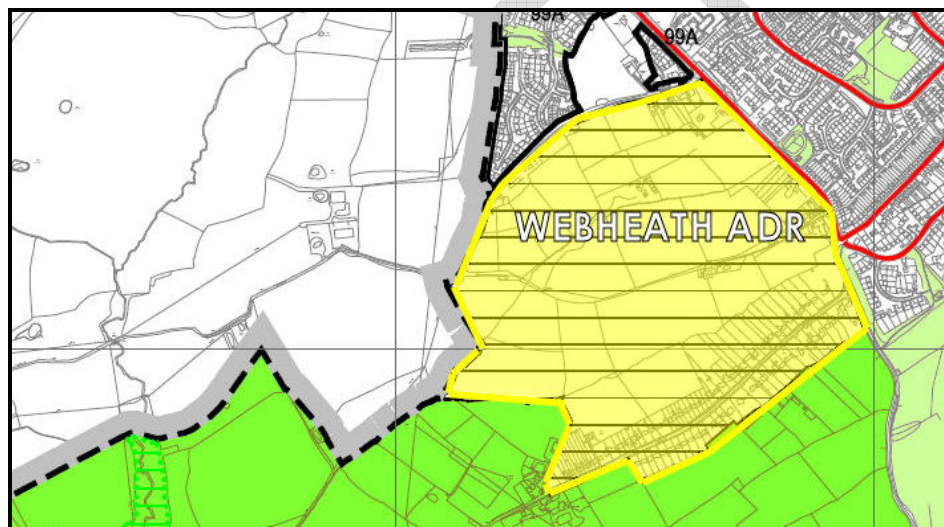
**Plan 1: Alternative Growth Locations**



## 1. Webheath

- 4.03 Webheath is allocated in the Redditch Local Plan as an Area of Development Restraint (ADR). It has therefore been identified as an area of possible future development and is excluded from the designated Green Belt. The following plan is an extract from the Redditch Local Plan showing the Webheath ADR coloured yellow.

### Plan 2: The Webheath ADR

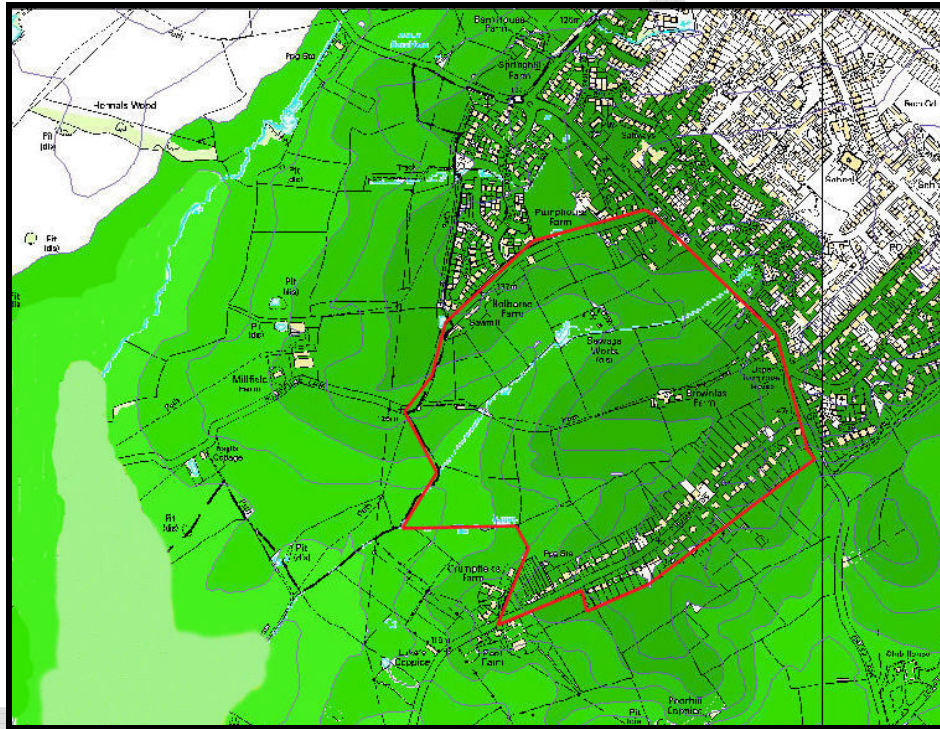


- 4.04 This is an undulating area of land of, in our opinion, high landscape value containing pasture land with mature hedgerows and trees of individual quality. The landform of the site integrates the site in to the open countryside to the west with twin valleys running south-west to north-east. Any development would in our view be intrusive and poorly related to the existing developed areas. This is shown on the plan over page.
- 4.05 The road network is poor and this has limited the capacity of the ADR to 600 dwellings. It is understood that 150 dwellings have already been constructed reducing the outstanding capacity to 450 dwellings. Accessibility to public transport, the town centre and main employment sites is poor.



4.06 For these reasons we are of the opinion that the Webheath ADR should not be developed and would more properly be treated as an extension to the neighbouring Green Belt.

**Plan 3: Webheath Topography**

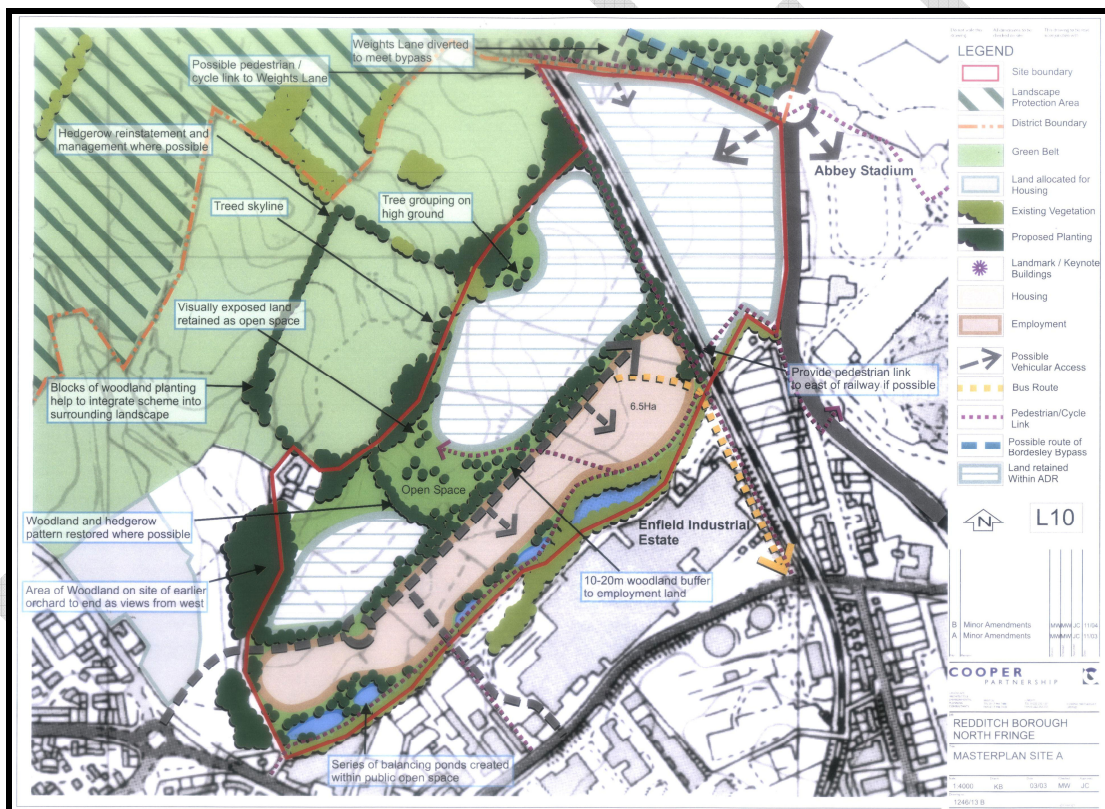


Advantages	Disadvantages
Established ADR	Distant from the town centre
Not Green Belt	Poor communications
	Not well linked to cycleways and footpath systems
	Distant from employment sites
	Difficult foul drainage

## 2. Brockhill

- 4.07 As with Webheath, Brockhill is allocated as an ADR in the Redditch Local Plan and as such is not included within the designated Green Belt. The housing capacity of the Brockhill ADR has been assessed by the Borough Council at 450 dwellings.
- 4.08 The site was considered by the North West Redditch Masterplan in 2006 which is reproduced beneath.

### Plan 4: North West Redditch Masterplan



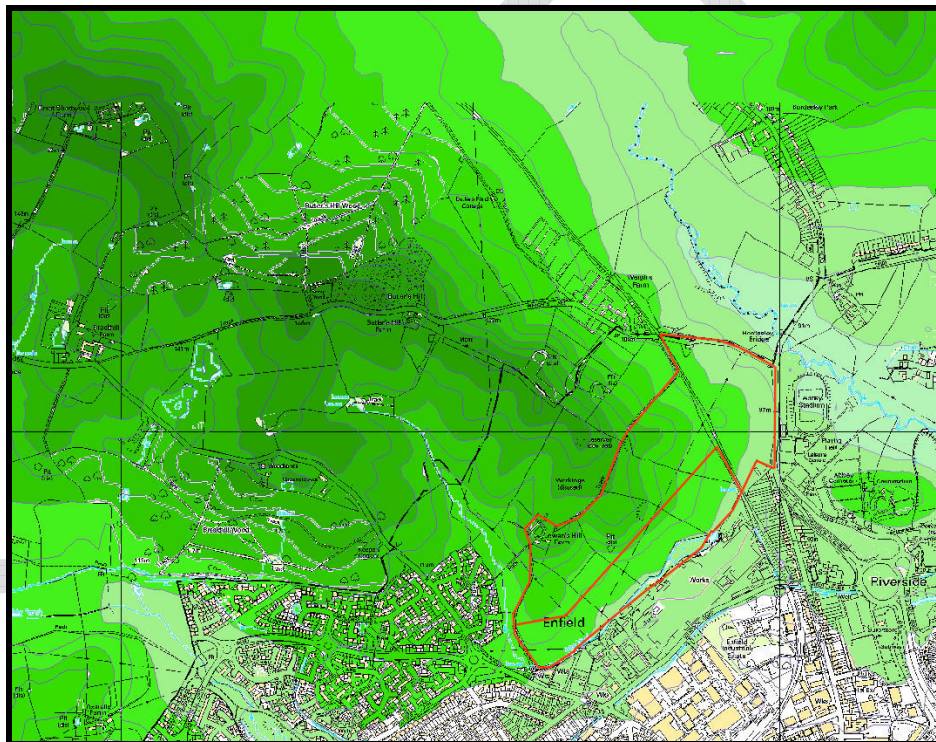
- 4.09 The plan show two areas of development to the west of the railway line with access from the roundabout with the B4184 at Brockhill Drive to the west and through the existing employment area to the south connecting to Windsor Road. Land to the south of this new road is to be used for



employment purposes with a landscaper buffer 10 -20m deep to the north of the road.

- 4.10 The following plan shows a prominent ridge running into the site from north-west to south-east. The site's topography will reduce the net developable areas particularly as it would be necessary to take into account the distant views of the site from the surrounding area.

#### Plan 5: Brockhill Topography



- 4.11 This plan also shows that the landform is very much a continuation of the landscape character of the land to the north within Bromsgrove District. This land is designated within the Bromsgrove Local Plan as being of High Landscape Value. Were it not for the administrative boundary and the needs for Redditch to identify development land within its own boundaries we are of the opinion that this designation would have been extended to most if not all of the site to the west of the railway line.

4.12 Much of the site is within 1 mile of the town centre. The masterplan shows a separate bus route running to the west of the railway line along with pedestrian and cycle links through the buffer strip and linking through the industrial estate to Windsor Road. The development of the site would benefit by the construction of a link between Brockhill Drive and the A441 but the railway is a major impediment to the provision of such a route.

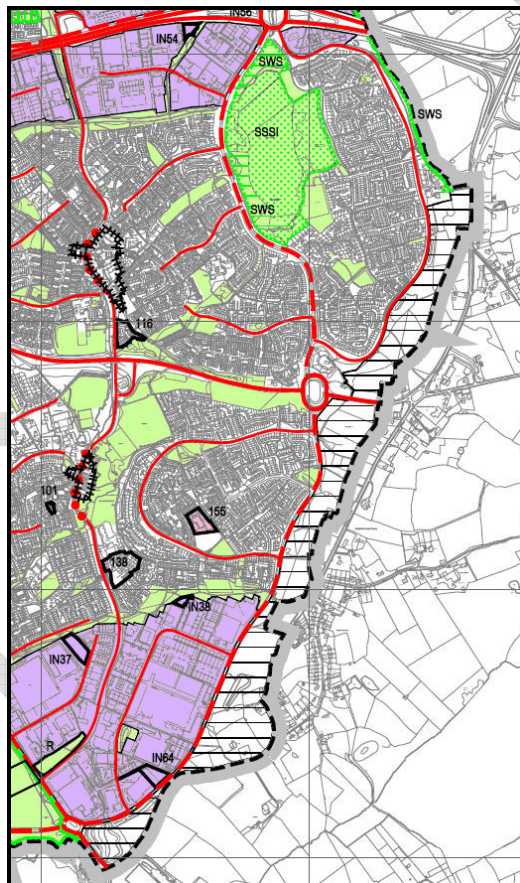
4.13 Whilst the quality of the pedestrian and cycleway links may be questionable, the proximity of the site to the town centre must be regarded as being relatively sustainable. However we are of the opinion that the difficulties of developing this land together with the potential effects of developing on these prominent slopes in an area of landscape value outweigh the benefits of a location near to the town centre and for this reason we do not believe that this area of land should not be considered for development in the first instance. The exception to this is that part of the ADR laying to the east of the railway line which forms part of the Bordesley valley and is considered as part of Bordesley Park.

<b>Advantages</b>	<b>Disadvantages</b>
Established ADR	Poor linkages
Not Green Belt	Prominent ridge
Close to town centre	Quality landscape adjacent to Landscape Protection Area (Bromsgrove LP)
Close to employment sites	Relationship with employment sites (amenity)
	To west of River Arrow – more difficult drainage.

4.14 **3. The Eastern Fringe**

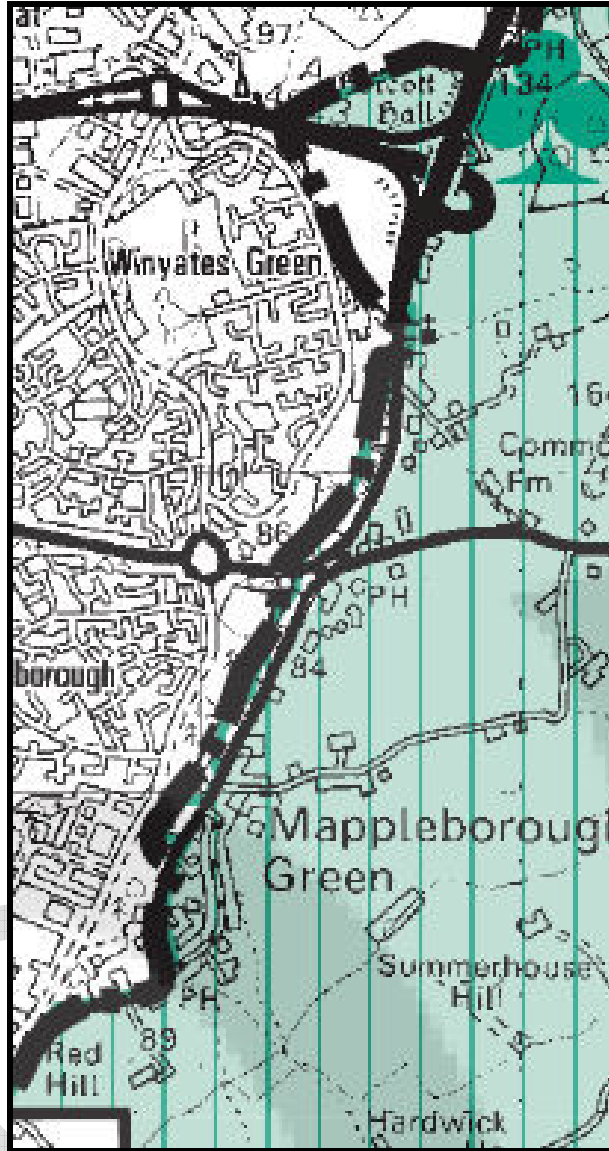
4.15 This is a linear area of land that lies between the A435 and the eastern boundary of Redditch. Much of the land would have been required for a now abandoned improvement scheme to this section of the A435 and ownership of land acquired for this purpose has been transferred to English Partnerships. The administrative boundary between Redditch Borough and Stratford on Avon District runs through the site. The section within Redditch Borough is designated as an ADR and land within Stratford has been excluded from the designated Green Belt.

**Plan 6: Extract from the Redditch Local Plan Proposals Map**



Note: The A435 ADR is shown hatched.

**Plan 7: Extract from Stratford-on-Avon Local Plan Proposals Map**



Note: The vertical hatching denotes an area of high landscape value, the green colour washed area is designated as Green Belt and shows that land to the west of the A435 is excluded.

- 4.16 Due to its status as an ADR the Phase I study attributed a potential capacity of 598 dwellings to this land with an estimated area of 30 ha.

- 4.17 Any significant extension to the urban area will involve the risk of amalgamation of settlements and this raises the issue as to when it would be deemed harmful for a settlement that was not regarded as a 'town' to be subsumed by the expansion of the primary settlement. Is it any less desirable for a village, hamlet or loose amalgamation of development to be coalesced?
- 4.18 Mappleborough Green is a loose knit settlement along the A435. The bulk of the village lies along Pratts Lane to the east of the main road. Development to the west of the A435 is limited to occasional properties. The village is separated from Redditch by a well treed strip of land which is in the most part between 120 and 150 metres in depth.
- 4.19 At the time that the Phase I report was written the Green Belt boundaries were not open to review. On this basis the ADRs were regarded as being sequentially preferable to land within the Green Belt. Consequently the whole of the land between the A435 and the existing boundary of development in Redditch was regarded as having development potential for 898 dwellings including the Winyates Green triangle.
- 4.20 The Preferred Option for the RSS Phase 2 Revision has allowed for adjustments to the Green Belt to ensure sustainable forms of development to take place and this opens the opportunity to reconsider the future of this land and the relationship between Mappleborough Green and Redditch. Clearly in the interests of good planning this area should be regarded as a single entity irrespective of the split in administrative responsibility between Redditch Borough and Stratford-on-Avon District Councils.
- 4.21 Mappleborough Green is 4.8 miles from the town centre via the Coventry Highway and routes for pedestrians and cyclists are poor. Sites could be served by bus services along Claybrook Drive and the area is close to the employment sites to the east of Redditch including those off Claybrook Drive and at Ravensbank. Access to local services is comparatively poor.



4.22 In our view it is inevitable that even if significant areas of woodland were retained and access were to be provided from Claybrook Drive the degree of separation between Mappleborough Green and Redditch would be eroded. The A435 skirts Redditch and it is not a route into the town unlike the A441 and A448. The general character of its route south of the Coventry Highway junction is rural with sporadic development with views of Redditch being effectively screened to travellers.

**Conclusion**

4.23 We would sum up the relative advantages and disadvantages of developing this land as follows:

Advantages	Disadvantages
Established ADR	Any significant development would require the removal of trees
Not in the Green Belt	Quality landscape
The land is flat and could be serviced from the west.	Erosion of the gap between Redditch and Mappleborough Green.
Could be regarded as 'rounding off'	Would change the character of the route of the A435
Close to Employment sites at Ravensbank and Claybrook Drive	Distant from the town centre
Easily drained to Sernal STW	Not well linked to cycleways and footpath systems

4.24 In our view the disadvantages of developing this site for any significant number of dwellings outweigh the benefits. Although close to some employment opportunities the distance to the town centre and difficulties of integrating the site with cycleways and footpaths result in the site having a relatively poor sustainability profile.



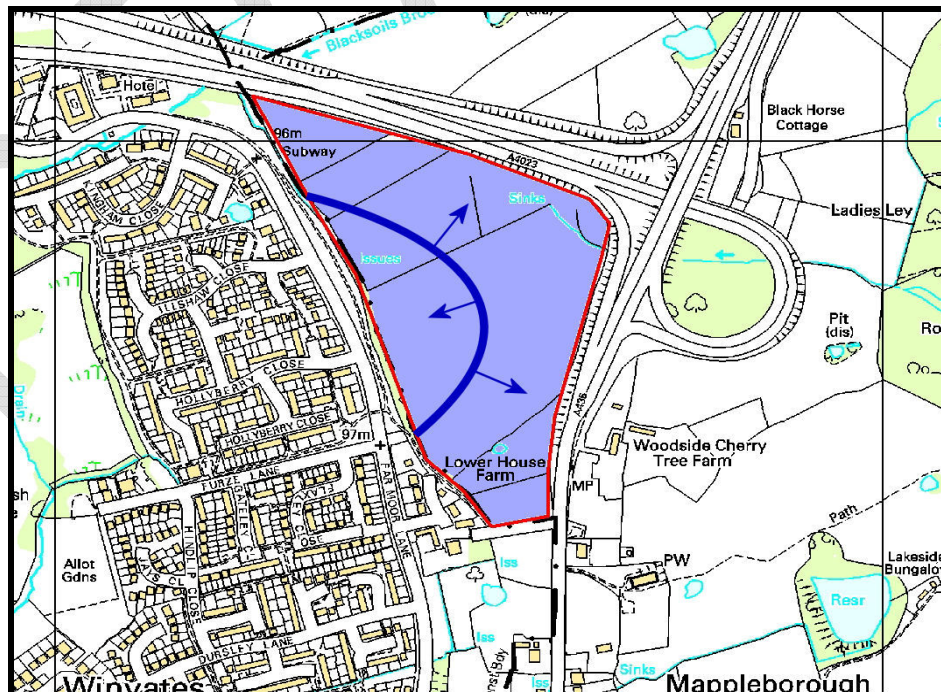
#### 4. The Southern Gap

- 4.25 This belt of land running to the south of the Redditch urban area includes land within the administrative areas of both Redditch Borough and Stratford-on-Avon District and is included within their respective Local Plans as Green Belt.
- 4.26 The Phase I study concluded that accessibility to the south was poor and that the A441 and Crabbs Cross roundabout were congested. Traffic links to the north would involve journeys through the town centre or via the A435 which is also congested. Foul drainage to Sperrall STW would be easier than other options.
- 4.27 The narrow section of Green Belt that maintains the separation of Studley/Astwood Bank and Redditch is both valuable and vulnerable. Even a minor incursion would have a major effect on maintaining this separation and for this reason alone we are of the opinion that any extension of Redditch's development boundaries southwards would be harmful and we recommend that this area of Green Belt remains safeguarded.

## 5. Winyates Triangle

- 4.28 The Winyates Green Triangle is an area of 'white land' within Stratford-on-Avon District Council's administrative area. The site was included in the Phase I report as being suitable for residential development and contributed an estimated capacity of 300 units to the assessment.
- 4.29 The site relates to Redditch and unlike much of the A435 ADR land to the south we feel could be developed without detriment to the surrounding area.
- 4.30 The site has elevated roads to the north and east which may be a cause a noise nuisance. Whilst Redditch appears to have an adequate stock of B2 and B8 premises on established industrial estate we perceive that there is a shortage of quality B1 accommodation and given the need to identify additional employment land we are of the opinion that this site would be more suited to B1 rather than residential development.

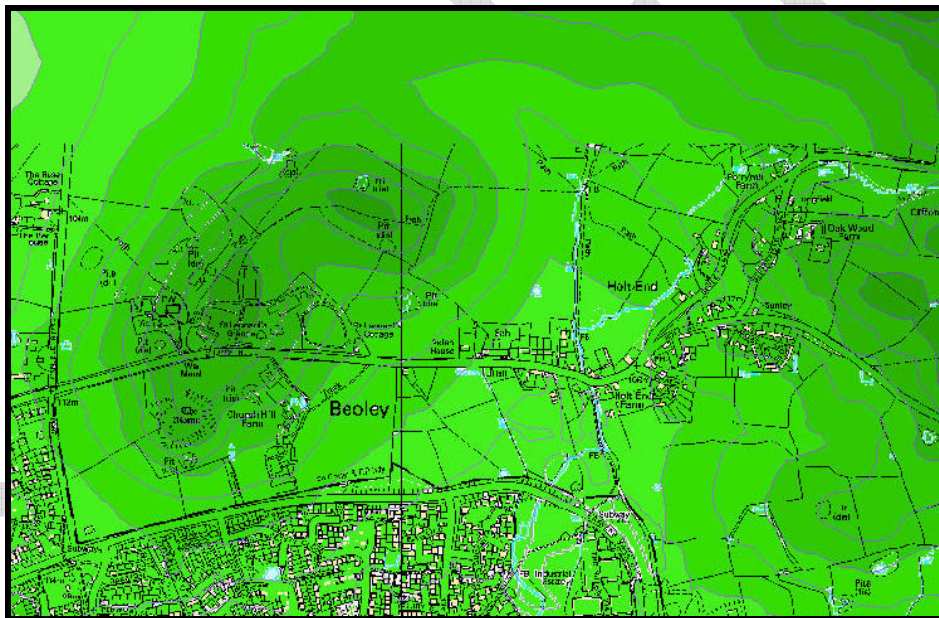
**Plan 8: Winyates Triangle**



## 6. Beoley

- 4.31 The area to the north-east of Redditch between the B4497 and the A435 contains very attractive landscape features particularly around St Leonard's Church to the west and the high ridge in the vicinity of Moss Lane and is shown on the Bromsgrove Local Plan as being within a Landscape Protection Area as well as the designated Green Belt. The main settlement is Holt End which is almost wholly within a Conservation Area.

### Plan 9: Beoley Topography



- 4.32 The area is well located to the employment sites around Moon's Moat and Ravensbank but the town centre is less accessible. We are of the opinion that large scale development in this area would be very harmful to the countryside as a whole and the setting of Holt End in particular and for this reason we have disregarded the area from further consideration.
- 4.33 The photographs over page show the extent of the countryside between the northern edge of Church Hill and Beoley and Holt End.



Redditch Growth Strategy Phase II



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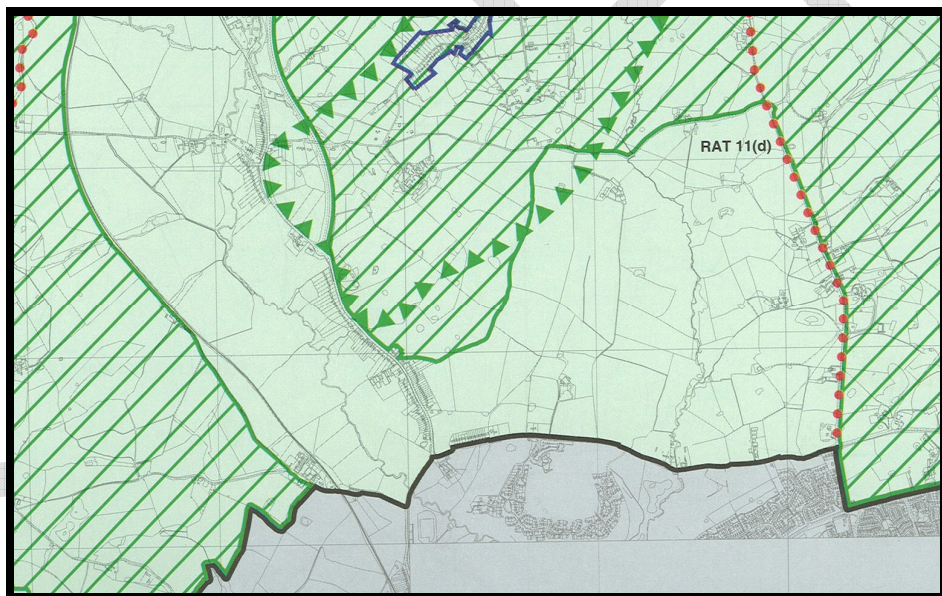
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**7. Bordesley Park**

4.34 This is an area to the north of Redditch containing the valleys of the River Arrow to the west and the Dagnell Brook to the east and an area of open countryside framed by rising land to the north. The Bromsgrove Local Plan designates the area within the Green Belt and the extract below shows both Landscape Protection Areas and Areas of Great Landscape Value (green triangles). These designations and the area's landform have been used to define the potential area of development.

**Plan 10: Extract from the Bromsgrove Local Plan**



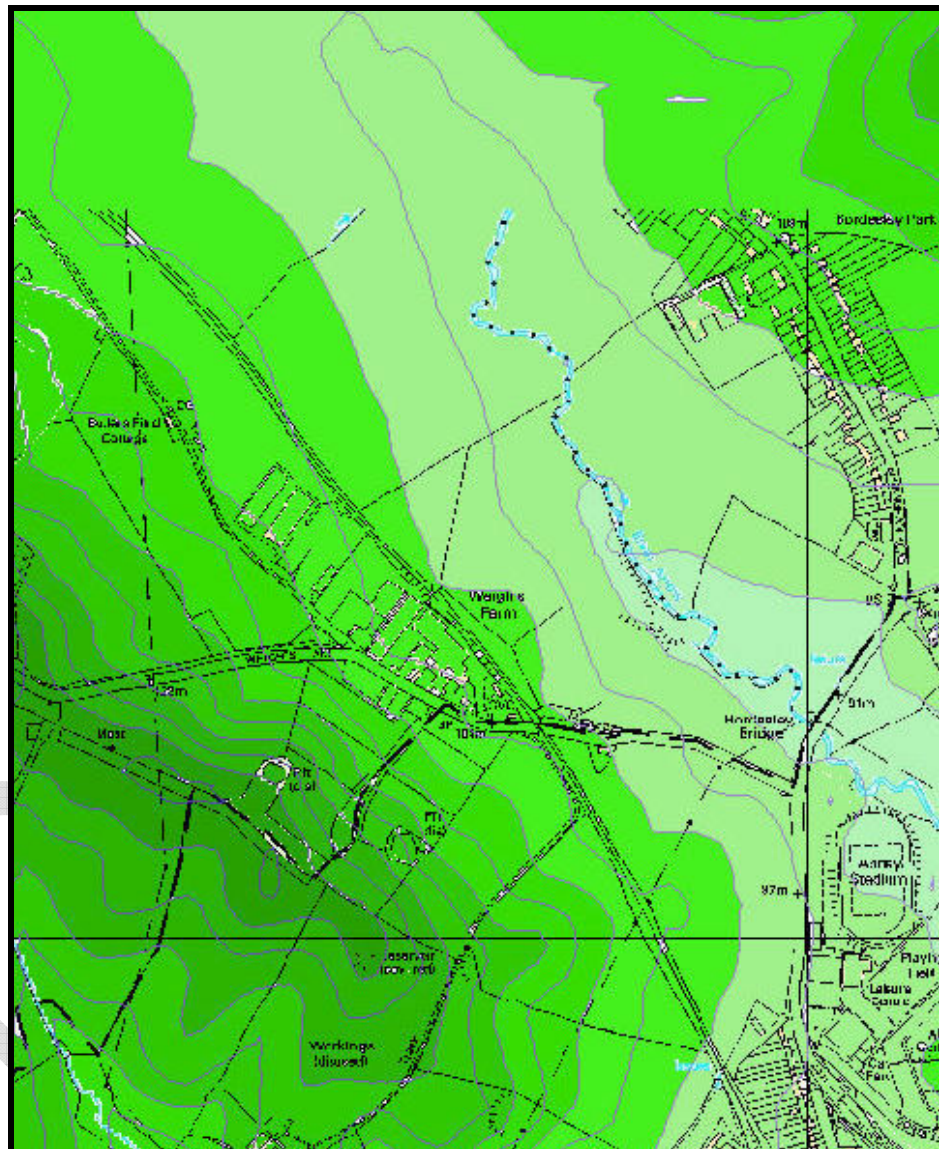
4.35 A further Landscape Protection Area is situated west of the railway line. The local plan designations are reflected in the topography with more pronounced undulating landscapes located to the north of Storage Lane and east of Icknield Street. Storage Lane is located along a natural ridgeline beyond which, views into the area are limited.

4.36 The following contour maps show the relatively flat, broad valley of the River Arrow between the railway to the west and A441 to the east and the



area to the north of the golf course in the form of a bowl with initial gentle slopes to the east, north and west.

**Map 11: Bordesley Valley Topography**



**Map 12: Bordesley Park Topography**

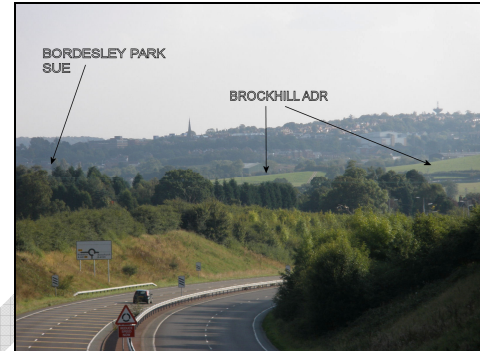


- 4.37 The photographs below illustrate the key topographical features. The photo of Church Hill (Photograph 4) shows the increase in ground height up to St Leonards Church. Mature woodlands around the top of the hill obscure views of the church from this camera location.
- 4.38 Photograph 5 illustrates the change in land levels when viewed from the A441 dual carriageway. Much of the area is not visible from the A441 as it travels past the site. This camera location also illustrates the higher land levels of the Brockhill ADR. Development from this perspective would be seen as development along a ridgeline, although views would be against Redditch urban area as a backdrop.
- 4.39 Photograph 6 is from Storage Lane's highest point. The site is most visible from this camera location although views further to the north are not available as the land height drops below this natural ridge. The photo clearly shows the top plateau with the lower plateau obscured by a further ridge to the centre of the photo.

4



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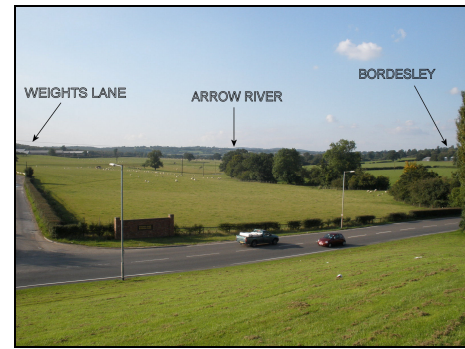
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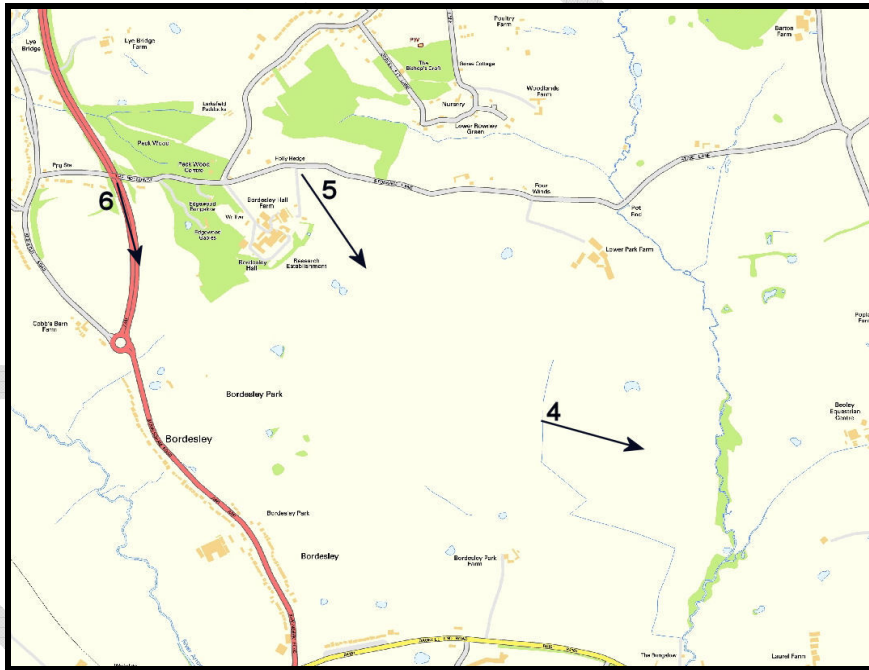




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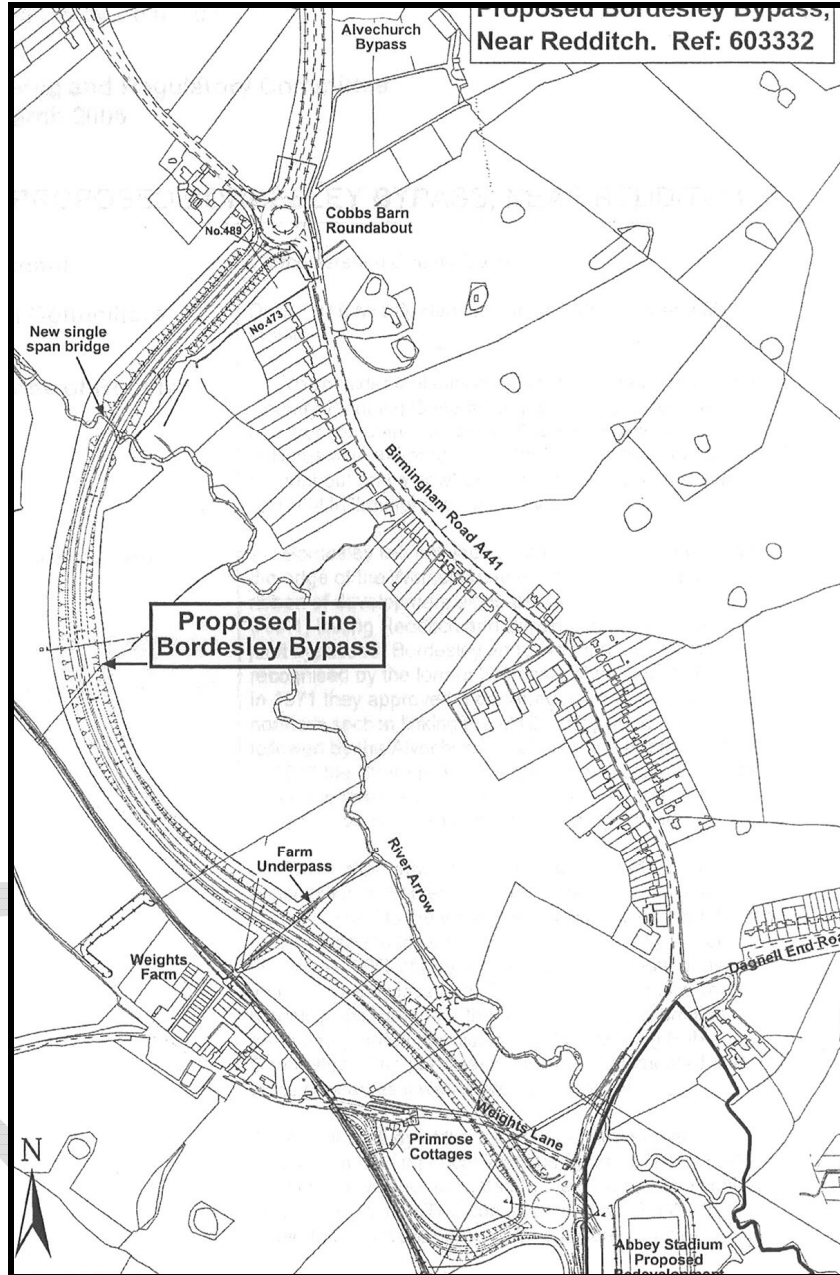
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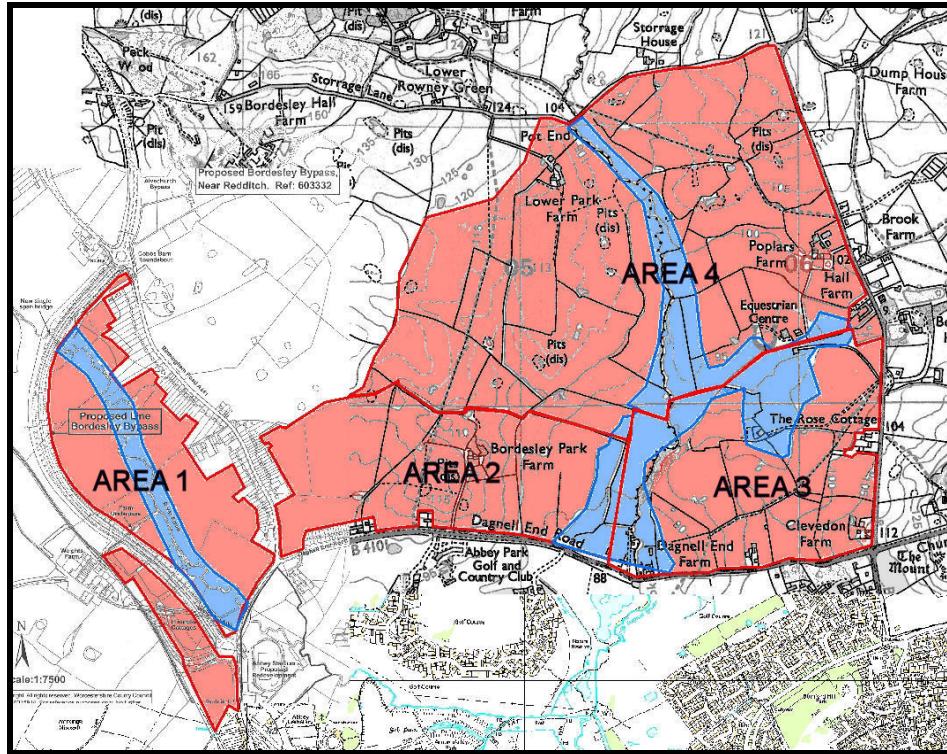
- 4.40 To the east of the A441 the land is relatively flat with the River Arrow running through the centre of the site. The railway line to the east provides a man made boundary beyond which the land height rises significantly.
- 4.41 Along the A441 is Bordesley itself which is a ribbon development primarily located on the eastern side of the main road. In our view Bordesley differs from Mappleborough Green and Beoley in its size and form with no defined village centre. Bordesley is currently dominated by the main A441 which as part of any significant development proposals for urban expansion would be replaced by the Bordesley Bypass, the proposed line of which is shown on the plan below.

**Plan 13: Line of Bordesley Bypass**



4.42 Taking into account all of the above observations it is considered that the most appropriate development boundary would be as shown below.

**Plan 14: Bordesley Park Development Areas**



**Constraints**

- 4.43 There is a significant area of flood risk at the lowest point in the site where the natural watercourse runs north to south (shown blue outline on map above).
- 4.44 The major constraint remains access and traffic impact with a development site of this size. Dagnell End Lane does not offer pedestrian access and narrows past the Hither Green Lane second access point. Significant improvements to this road would be required and an assessment completed of the traffic impact along the B4101 through Beoley and along Icknield Street to the north.
- 4.45 Development of a site this large would require the Bordesley Bypass link with evidence suggesting that during peak hours the Dagnell End Lane and A441 junction is approaching capacity.



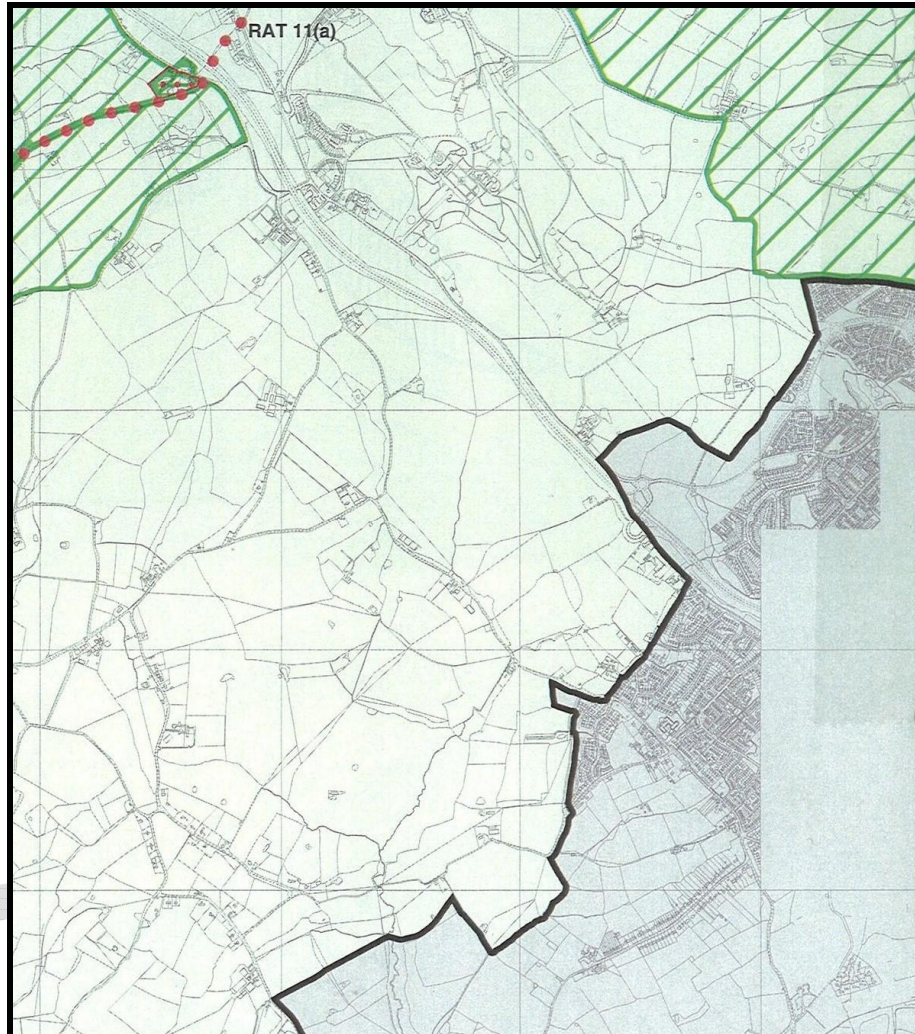
- 4.46 The impact on the environment and in particular the effect of development on the Area of Great Landscape value which surrounds the site to the north and east would also need to be considered.
- 4.47 The majority of the area is within 2 miles of the town centre (it is approximately 1.15 miles from the town centre to the junction of the A441 and Dagnell End Road). The site is relatively flat and is of sufficient size to enable footways, cyclepaths and bus routes to be planned incorporated and linked through to Arrow Valley Park and Abbey Stadium site or via Birmingham Road to the town centre.

Advantages	Disadvantages
Outside Landscape Protection Area and Area of Great Landscape Value	Green Belt
Contained by landscape features	Will require Bordesley Bypass
Mainly flat	Traffic management required to east
Big enough to accommodate Sustainable Urban Extension with good level of local facilities	
Provides Bordesley Bypass	
Mainly to east of River Arrow – easier drainage.	
Good linkages to town centre can be created	
Good links north	

## 8. Foxlydiate Woods

- 4.48 We have identified and coloured red on the above plan an area of land which we consider to have development potential. The site could be accessed from the existing grade separated junction to the Bromsgrove Highway. Although designated as Green Belt we are of the opinion that its development would not significantly reduce the gap between Redditch and Bromsgrove. The site is also reasonably well screened particularly from the Bromsgrove Highway and would not read as a major extension of the urban area into the surrounding countryside. As with the Webheath ADR sewage will need to be pumped to the Supermall STW.
- 4.49 Although a peripheral location Redditch town centre is approximately two miles away and the site could be well served by public transport. There is also the potential to form an access to Church Road which could help to ease congestion in the Webheath area.
- 4.50 Whilst this site is within Bromsgrove District Council's administrative area we feel that the site has much to commend it when compared to the Webheath ADR.
- 4.51 The second strategic urban expansion options centres around the Brockhill and Foxlydiate area. The original Brockhill estate has been developed over the last 15 years and is the largest residential urban expansion in Redditch to be completed over the last plan period. The estate extends as far as the Redditch authority boundary with provision in the road layout for a further extension into the Green Belt land to the west.

**Plan 15: Extract From Bromsgrove Local Plan, Foxlydiate Woods**

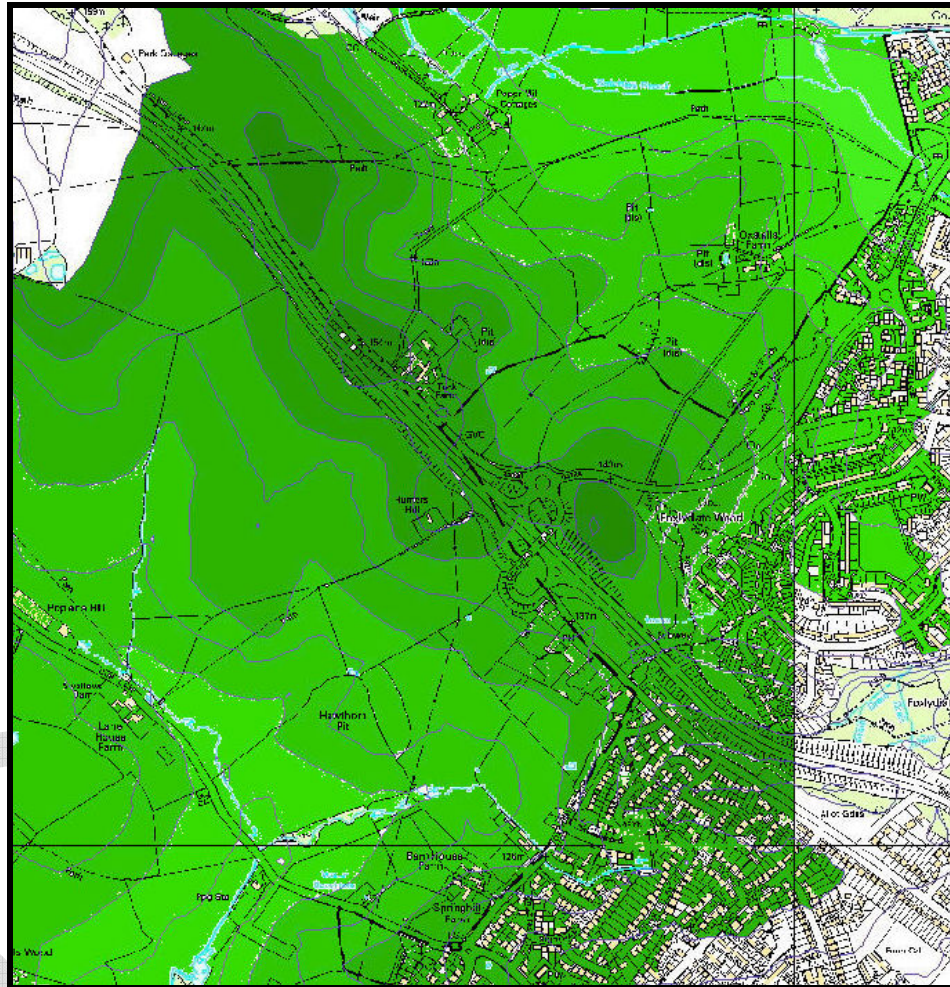


- 4.52 To the south of the Bromsgrove Highway is a further area of open countryside. The area is well screened from the main dual carriageway by virtue of earthworks created when the road was built. Foxlydiate Lane which runs along the current settlement boundary has mature tree screening running its entire length which obscures views into the site.
- 4.53 The dual carriageway runs along the highest part of the site and is cut into the hillside. It runs through this section of road obscuring views of the



countryside beyond. The land undulates and drops away to the north with the most severe gradients located close to the main highway. There areas adjacent to Brockhill and south of the main interchange are relatively flat.

**Plan 16: Foxlydiate Woods Topography**





**Photographs Foxlydiate Woods Development Area**



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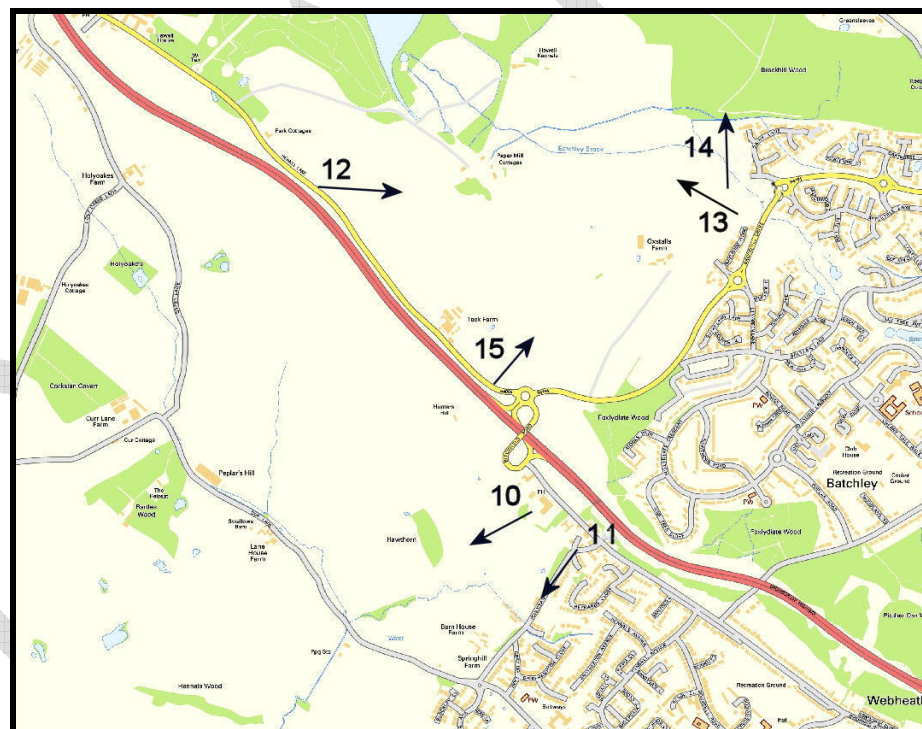


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**Photopoints**



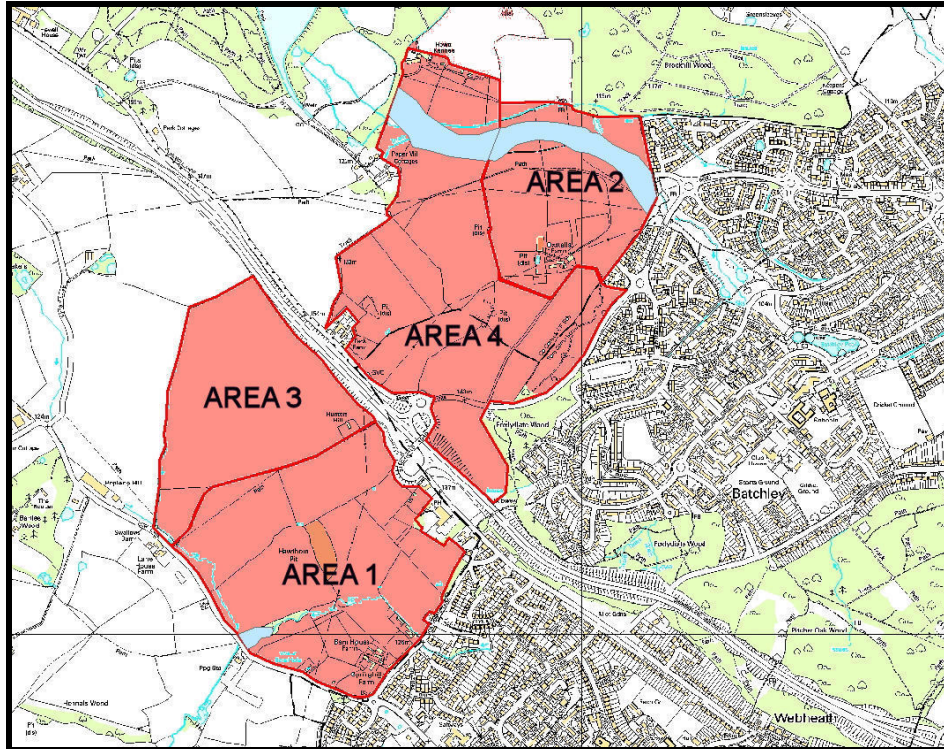
4.54 Photograph 10 shows the area to the south of the Bromsgrove Highway. The site is in agricultural use with a small area of mature woodland located toward its centre. The site is well screened with mature trees along Foxlydiate Lane (Photograph 11) and the Bromsgrove Highway to the

north. This part of the site is undulating with gradual slopes falling to the east.

- 4.55 There are only limited views from publicly accessible areas onto the northern part of the site from the south and the west. Photograph 12 shows distant views into the site from Hewell Lane. The site is viewed against a backdrop of the current Brockhill estate as the land drops towards the town.
- 4.56 Photographs 13 and 14 show a view of the northern part of the site adjacent to the current Brockhill estate. The brook to the centre of the picture marks the location of the flood risk area. Brockhill Wood provides a backdrop to the site from this perspective.
- 4.57 Photograph 15 is the view north located near to the main Bromsgrove Highway junction. The natural contours of the land screen the lower part of the site and the current Brockhill estate when viewed from this location.
- 4.58 Taking into consideration the landscape constraints at this location the plan below shows the potential strategic urban expansion for the Foxlydiate Woods Area.
- 4.59 The sites are generally within 1.7 miles of the town centre via either Bromsgrove Road or Salters Lane/Brockhill Drive.



**Plan 17: Foxlydiate Woods Development Areas**

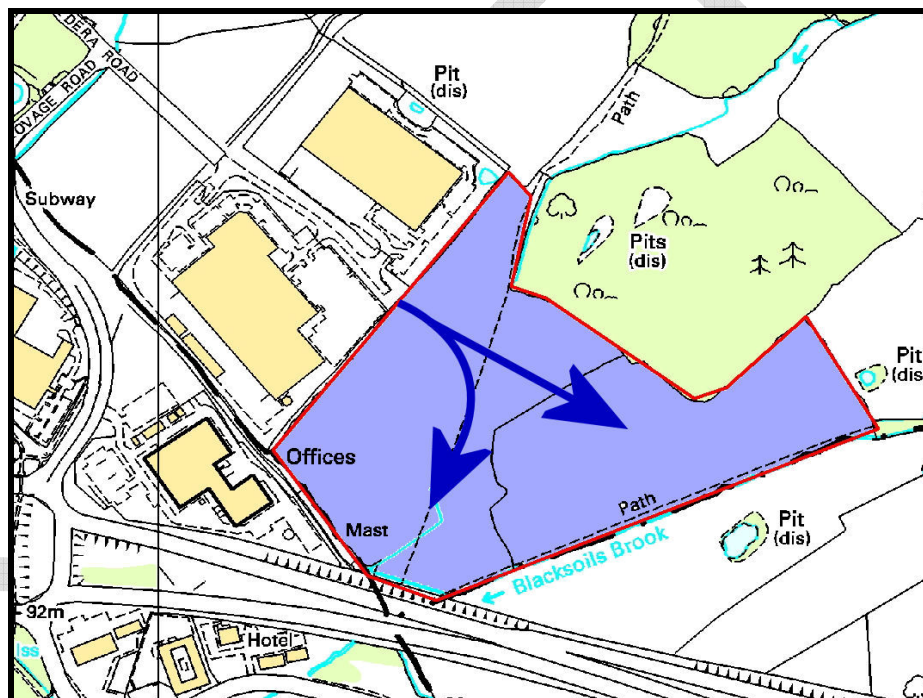


Advantages	Disadvantages
Good access via Bromsgrove Highway	Green Belt
Not within Landscape Protection Area	Not close to employment
Ridgeline site but not prominent	To west of River Arrow, drainage more difficult
Natural extension to urban form	

## 9. Ravensbank ADR

4.60 The Bromsgrove Local Plan makes provision for a 10 hectare extension to the established Ravensbank Business Park as an ADR. Ravensbank consists in the main of large scale sheds for industrial and distribution uses. We recommend retaining this allocation in order to meet employment needs over the plan period for B2 and B8 uses.

### Plan 18: Ravensbank ADR



## 5 Development Strategy

- 5.01 Both the RSS Preferred Option and the NLP growth option would require considerable extensions to the urban area involving significant alterations to the Green Belt. The RSS Preferred Option allows for the adjustment of boundaries, where exceptional circumstances can be demonstrated to allow for the most sustainable form of development to deliver the specific housing proposals referred to within the sub-regional implications of the strategy.
- 5.02 Both the RSS Preferred Option and the NLP growth option would require considerable extensions to the urban area involving significant alterations to the Green Belt. All of the options considered are greenfield sites and many are currently allocated as Green Belt and the evaluation of the desirability of their development is largely a case of where impacts are least bad.
- 5.03 There are benefits in developing neighbourhoods that have sufficient critical mass to support a range of local services and the provision of public transport and the promotion of non-car use. We are therefore of the opinion that development should be concentrated in sustainable urban extension (SUEs) primarily at Bordesley Park and secondly at Foxlydiate Wood. Bordesley Park is better contained within the landscape, is closer to the town centre and with the construction of the Bordesley bypass and the A441 to the south is highly accessible both to the town centre and to the north. Investment in the Bordesley bypass will also have wider benefits to Redditch as a whole.
- 5.04 The following spreadsheet shows the potential capacities of the sites evaluated:

	Site Area	Flooding	Employment	Education	Other	Gross Residential	Net Residential	Dwellings	
Bordesley Park Area 1	49.3	10.8	8			30.5	19.825	694	
Bordesley Park Area 2	54.6	5.2				49.4	32.11	1124	
Bordesley Park Area 3	64	18.4				45.6	29.64	1037	
Bordesley Park Area 4	156.7	15.7		10	3.3	127.7	83.005	2905	5760
Foxlydiat Wood Area 1	42	0.4				41.6	27.04	946	
Foxlydiat Wood Area 2	23	3.8				19.2	12.48	437	
Foxlydiat Wood Area 3	26.7	0				26.7	17.355	607	
Foxlydiat Wood Area 4	50.8	2.9		10	2	35.9	23.335	817	2807
Brockhill						0	8.8	308	
A435	10	0				10	6.5	228	
Winyates Traingle	11.7		11.7			0	0	0	
Brockhill	10		10			0	0	0	
<b>TOTAL</b>	<b>498.8</b>	<b>57.2</b>	<b>29.7</b>	<b>20</b>	<b>5.3</b>	<b>386.6</b>	<b>260.09</b>	<b>9103</b>	

5.05 We calculate that Bordesley Park could accommodate 5,760 dwellings and there will be a need for additional allocations to meet even the RSS Preferred Option of 6,600 dwellings.

5.06 We recommend that the shortfall of 820 dwellings is provided on Foxlydiat Wood Area 1 to the south of the Bromsgrove Highway. In our view Bordesley Park is a better location than Foxlydiat Wood mainly due to better linkages to the town centre and to the north and the fact that the landscape at Bordesley Park contains the development. Bordesley should also prove easier to provide foul drainage to as it lies to the east of the River Arrow. However we are of the opinion that Foxlydiat is superior to the other sites considered including the present ADRs due to the quality of communications via the Bromsgrove Highway and the fact that the development can be better accommodated in the landscape and 'read' as a natural extension to Redditch than other sites.

5.07 To achieve the growth option of 9,100 dwellings, 358 hectares will need to be identified. This would require all the identified land at Bordesley Park and Foxlydiat Wood and this would still leave a shortfall of 533 units.

5.08 Our recommendation to accommodate this shortfall would be to release land at Brockhill and part of the land in the A435 ADR. Based on the North West Redditch Masterplan, we calculate land at Brockhill would amount to 8.8 hectares or 308 units at 35 dph. The A435 ADR north of the junction

with the A4189 Warwick Highway could provide 6.5 ha accommodating 228 units. For the reasons already stated we are of the opinion that the development of both of these areas is less than ideal but they represent sequentially the least harmful of the remaining alternatives. Brockhill is the closest major site to the town centre and the limited development in the A435 ADR would still enable the retention of that section which provides a buffer between Redditch and Mappleborough Green.

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## 6 Appendix 1: Open Space Review

6.01 Redditch Borough Council commissioned Scott Wilson to carry out an Open Space Needs Assessment in 2005. This report recommended that the current amounts of Open Space be maintained and this was accepted by the Council. On this basis the previous Stage 1 WYG Report (2007) did not seek to identify any capacity that may have been derived from the development of 'surplus' green space.

6.02 Redditch is a new town which was designed to incorporate good levels of open space including the 'regional' facility of Arrow Valley Park. One of the town's defining characteristics is the amount of landscaping to the highway network which heightens this perception of open space.

6.03 As part of this study WYG have been asked to review open space in the town. The aim of this review is to identify land that could be considered surplus to 'open space' requirements. Of the 9 different typologies used to define open spaces in the 2005 assessment 7 are considered out of scope as part of the 2008 review. These are:

1. Allotments – Considered of value as open space and a community facility.
2. Churchyards – Considered unsuitable as a development and necessary as a current and future resource.
3. Civic Squares – Town centre designation only with no development potential.
4. Parks – These are large sites of strategic importance to the town and considered out of scope for this open space review.
5. Play Area – These locations are a community facility and not considered to be in scope for this open space review.

6. School Grounds – All education sites were excluded as they are out of scope for this open space review. Individual disposals sites would be considered in the SHLAA.

7. Sports Facilities – Managed sports facilities are not considered part of the open space review. Individual disposals sites would be considered in the SHLAA.

6.04 The two categories of open space considered worthy of a full review from the 2005 study were amenity open space and semi-natural open space.

### **Reviewing Semi-Natural Open Space**

6.05 The 2005 Open Space Study identified that Redditch contains a significant amount of land in a semi-natural state. Semi natural spaces include woodlands, urban forestry, scrub, grasslands, wetlands, open and running water, wastelands and derelict open land.

6.06 As part of the review an independent report was commissioned to establish the ecological value of each semi-natural site identified in the 2005 study. WYG Environmental were appointed to conduct a desk-based review identifying of the most valuable and least valuable areas for conservation and wildlife habitat. The areas are located in a landscape of a predominantly suburban nature, but sites can also be found in areas better described as farmland.

6.07 In order to assess their value for wildlife and conservation, each land parcel of semi-natural space was assigned a value based on the following criteria:

- naturalness;
- habitat complexity;
- presence of protected and notable species;

- designation status, i.e. statutory and non-statutory nature conservation sites;
- habitat connectivity;
- site area size and
- proximity to statutorily designated sites.

6.08 The sites were categorised into three classes based on their total scores: 'high conservation value', 'moderate conservation value' and 'low conservation value'. Site visits were also completed for a sample of the sites to ensure that desk based findings were accurate and the assessment of relative value correct.

6.09 The assessment identified 11 areas as 'high' value to conservation and wildlife, 32 areas with 'moderate' value and 31 areas with 'low' value. The report categorised areas of 'low' value for conservation and wildlife as likely to pose the least constraints to any proposed developments. Areas falling in the 'moderate' category are believed to be more likely to pose constraints than 'low' value sites and it is considered that those areas categorised with 'high' value for nature conservation are highly likely to pose constraints to any development plans, particularly as most possess statutory nature conservation designations.

6.10 The 31 sites identified in the report as of 'low' value were then included into the review of amenity open space to assess their potential for development.

6.11 The full independent ecological assessment is included in the appendix to this report.

### **Reviewing Amenity Open Spaces**

- 6.12 Amenity Open Space is defined as green space which includes informal recreation areas commonly found adjoining residential areas. They perform a range of function within Redditch from grassed open space play areas to landscaping buffers between different land uses.
- 6.13 There were approximately 78 sites classified as amenity open space in the 2005 study. These sites together with the 31 semi-natural sites classified as 'low' value in ecological terms were visited and assessed using the proforma on the following page.
- 6.14 The assessment of these spaces looked at the following key areas:





#### **How does the site relate other open space locally?**

One of the key considerations is the relationship the site has with other surrounding open spaces. The 2005 report included GIS maps illustrating the relationship number and type of other open spaces locally. These maps were used to evaluate if a shortage of local alternative open spaces exist. Where local shortages are identified sites would be excluded from further development evaluation. The accessibility and use of the space was also considered.

#### **Is the open space required?**

- 6.15 The quality of the space was assessed to ensure that good quality green spaces are safeguarded from development. This evaluation looks at how each space relates to surrounding land use and what impact development of the site would have on neighbouring sites and the overall local environment. Attention was paid to whether green spaces were there as recreational space or performed other functions such as landscape buffers or green networks. Sites incorporating obvious drainage infrastructure supporting surrounding uses were also discounted.

**Example of Completed Site Survey Form**

 REDDITCH BOROUGH COUNCIL - AMENITY OPEN SPACE REVIEW 	
Site Ref:	11
Address	Brockhill Drive
Ward	Batchley
Flood Risk	No
 	
<b>Site Description</b>	
The site is triangular in shape linking Brockhill Wood to the north with green space to the east of the Brockhill development. The site is too narrow for development to the north. Six mature tree's are located along the southern boundary and site centre.	
<b>How does the site relate to Open Space Standards? Is it accessible? Is it Used?</b>	
There are other local open space immediately to the south of the site. The space is not used for formal recreation although there is evidence that the site is accessed regularly. The site does not link directly to residential estate to the east or west.	
<b>Is the Amenity Open Space Required?</b>	
The site forms part of Brockhill development green network and acts as a green link between Brockhill Wood and the agricultural land to the west.	
<b>Is there any ecological or amenity value to the site?</b>	
There is ecological value to the site through mature trees and linking of other green spaces locally. The site has some amenity value.	
<b>Is the site suitable for development?</b>	No
<b>Potential Use</b>	Open Space
Access Constraints	No
Physical Constraints	Partial
Neighbour Constraints	No
Good Market	Yes
<b>Comments on Development Constraints</b>	
Mature tree's limit access options. Underground services checks would be required.	
<b>Overall Comment</b>	
The site has limited ecological and some amenity value. The space does form part of the POS provision planned as part of the Brockhill urban expansion site developed over the last 15 years.	

**Is there any additional ecology and amenity value offered by the site?**

6.16 The sites were also reviewed on their own value based on ecology and amenity factors such as the abundance on site of potential natural habitats, watercourses, hedgerows and woodlands. Sites which were planned open spaces as part of previous development sites were also generally excluded from further consideration.

**What are the development constraints?**

6.17 Basic development considerations such as access, topography and the physical relationship to neighbouring land uses were also considered. Sites which had obvious development constraints were excluded from further development considerations.

6.18 The evaluation process involved a degree of pre-survey filtering which looked to remove any sites which were too small or irregular in shape to offer any development potential. Due consideration was also given to the potential for larger sites to be subdivided with only parts of these sites offering any development potential.

6.19 The survey sourced 6 sites with development potential and these sites were presented to the Council for further assessment as part of the Council's SHLAA. The sites are presented below with the SHLAA outcome.


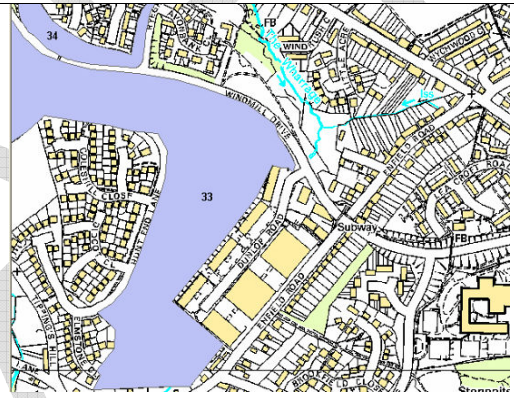
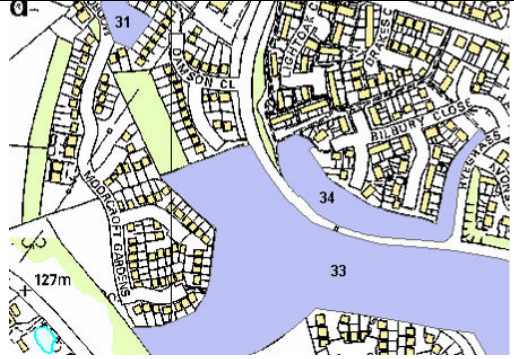
6.20 The review of semi-natural and amenity open spaces is an important part of this growth options study and ensures that a thorough review of potential for development within the town is considered before looking to urban expansion sites to meet the RSS target. The review has identified 6 sites worthy of consideration in the SHLAA. The Council has assessed these sites as having a capacity of 147 dwellings reducing the need to develop 7.5 ha of land outside of the current settlement boundary.

- 6.21 Many of the amenity sites associated with planting to the highway corridors are not suitable for development due to limited depth and access difficulties.

### **Open Space Standards for Future Development**

- 6.22 The Redditch Borough Council Local Plan No. 3 recognises the quantity and quality of open space as an integral part of the character of Redditch. This matter is discussed at paragraph 1.23 above.



<p><b>Site ref: 3 Name: Butler Hill Lane</b></p> <p>Review Comment: Is not used as a recreation site. Access possible through existing estate.</p> <p>SHLAA Outcome: Retained as open space to provide Brockhill ADR buffer.</p>	
<p><b>Site ref: 33 Name: Hunt End Lane</b></p> <p>Review Comment: Large site with woodland area. Potential to develop part of the site.</p> <p>SHLAA Outcome: Assessed a suitable for development. Woodland area to the east is to be retained as a landscape buffer.</p> <p>Yield: 42 Dwellings</p>	
<p><b>Site Ref: 34 Name: Rye Grass Lane</b></p> <p>Review Comment: Site has low amenity value with some development potential</p> <p>SHLAA Outcome: Assessed as too small a developable area</p>	



Redditch Growth Strategy Phase II

<p><b>Site ref: 40 Name: Pheasant Lane</b></p> <p>Review Comment: The site has development potential outside of the wooded areas running along the watercourse</p> <p>SHLAA Outcome: Assessed as having development potential.</p> <p>Yield: 13 Dwellings</p>	
<p><b>Site ref: 50 Name: Wirehill North</b></p> <p>Review Comment: Large site with potential for part development.</p> <p>SHLAA Outcome: Included for development on the western area.</p> <p>Yield: 66 Dwellings</p>	
<p><b>Site ref: 55 Name: Oakenshaw Road</b></p> <p>Review Comment: Low value amenity space local to significant good quality open space</p> <p>SHLAA Outcome: Suitable for development to include the adjacent field site.</p> <p>Yield: 26 Dwellings</p>	

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## BROMSGROVE DISTRICT COUNCIL

### LOCAL DEVELOPMENT FRAMEWORK WORKING PARTY

23<sup>RD</sup> OCTOBER 2008

### DRAFT CORE STRATEGY

Responsible Portfolio Holder	Councillor Mrs J Dyer
Responsible Head of Service	Dave Hammond, Head of Planning & Environment Services
Non-Key Decision	

#### 1. SUMMARY

1.1 The purpose of this report is to discuss the final draft of the Core Strategy and to seek endorsement of this draft for consultation purposes.

#### 2. RECOMMENDATIONS

2.1 That the Draft Core Strategy as set out in Appendix A to this report and associated Sustainability Appraisal contained in Appendix B are endorsed and recommended for approval for public consultation;

2.2 Delegated authority is given to the Head of Service in consultation with the responsible portfolio holder to make further essential revisions to the draft prior to its publication;

#### 3. BACKGROUND

3.1 The publication of the Draft Core Strategy is the next significant stage in the production of Bromsgrove's Core Strategy. The Town and Country Planning (Local Development) (England) Amendment Regulations were published in June 2008. The District's Core Strategy preparation needs to take account of the requirements of the transitional arrangements that were put in place. The new regulation 25 refers to the need for public participation in the preparation of the Development Plan. The Regulations no longer require a specific consultation period on "preferred options" and the purpose of Regulation 25 is to give Local Planning Authorities wider scope to engage stakeholders and interested parties in the preparation of their Development Plan Documents.

3.2 The District Council has therefore decided to prepare a Draft Core Strategy to meet the requirements of the new Regulation 25. Functionally this draft will therefore set out what the Preferred Options for spatial development are.

3.3 During the preparation of this Draft Core Strategy all options presented in the Issues and Options consultation process have been evaluated and the most appropriate options form the basis of policies are now presented. It is important to remember that whilst consultation responses are a key input to the emerging Local Development Framework there are also many other inputs as well such as Government policy, the West Midlands Regional Spatial Strategy, the sustainable Community Strategy, other strategies and so on.

3.4 The document needs to satisfy two audiences: it needs to be accessible to the general public as well as provide sufficient depth to satisfy the Government Office for the West Midlands (GOWM), the Planning Inspectorate (PINS) and key stakeholders such as statutory bodies, infrastructure providers and the development industry.

3.5 The Draft Core Strategy has therefore arisen from the evidence base, issues and options consultation responses, topic groups, forums, meetings with stakeholders, workshops and discussions with other organisations, individuals and so on.

3.6 This Draft Core Strategy is not the final document and is not a draft plan but rather, it provides the basis for consultation and is still capable of being changed prior to submission. The Submission document will subsequently be prepared for submission to the Secretary of State for examination by an independent Inspector.

3.7 Although proposed detailed wording of policies is not required at this stage, it has been included in order to test them prior to Submission. Furthermore it is also proposed to allocate strategic sites to be shown on a detailed Proposals Map which will be further consulted upon prior to Submission.

#### **4.0 DRAFT CORE STRATEGY**

4.1 Members will recall at the meeting of the LDFWP on the 19<sup>th</sup> September 2008 an initial draft of the Core Strategy was discussed and changes were suggested by Members as follows ;

**CP2 Distribution of Housing**

Policy options to be re-assessed to see if an allowance can be made for more development to take place in the more rural locations in the District.

**CP3 Rural Regeneration**

Amendments to be made to reflect the comments for CP2 and to encourage local employment .

**CP7 Distribution of New Employment Development**

Amendments to be made to reflect the comments for CP2 and to encourage employment needs to be met within villages.

**CP9 Sustainable Transport**

A recognition to be included of the need to develop sustainable transport on an east/west axis as well as north/south. Cycling to be encouraged in a safe environment.

**CP12 Type, Size and Tenure of Housing**

Amendments to be made to reflect the final results of the Housing Market Assessment and to reflect the deep concern of Members that the housing supplied should meet the range of needs of older people including Extra Care facilities.

**CP14 The Scale of New Housing**

The Authority's response to this issue would be fully addressed at a later stage but there should be a recognition included within this document of the opposition to the current RSS proposals.

4.2 Changes have now been made to the Draft Core Strategy and the amended document is appended to this report. At this stage the document comprises the text only for the document and the final document is currently being prepared by our in-house graphics team. It is envisaged that further refinements may be required and photographs added in order to make the document more interesting to the reader. It is hoped that copies of the final version will be available for inspection in time for your meeting. It is also planned to produce an easy to read summarised version of the document.

4.3 A Sustainability Appraisal on the Draft Core Strategy has also been prepared by your Officers, which will be available for inspection in the Members Room.

4.4 A further document is also being prepared which details the nature of the consultation carried out to date and how the issues and options consultation stages have informed the draft core strategy.

## **5. TIMESCALES**

The proposed date for consultation is 31<sup>st</sup> October 2008 and this will run until January 16<sup>th</sup> 2009. It is planned to hold a consultation event in the Council House later in the year, where planning officers will be available to answer questions, backed up by appropriate publicity material. All documents will also be available on the Councils website and in local libraries.

The Examination in Public for the Preferred Option RSS Phase 2 Revision is planned for Spring 2009 and it is envisaged that the Examination in Public for Bromsgrove's Core Strategy will be in late 2009.

## **7. FINANCIAL IMPLICATIONS**

There are no direct implications of receiving this report. The document will subsequently be printed and an exhibition and publicity material will also need to be prepared. A budget currently exists for progressing the Core Strategy

## **8. COUNCIL OBJECTIVES**

<b>Council Objective (CO)</b>	Regeneration	<b>Council Priority (CP)</b>	1. Town Centre 2. Housing
<b>Impacts</b>			
The Draft Core Strategy identifies the long term spatial vision for the district this includes key areas such as the regeneration of the town centre.			
Policies within the draft core strategy will direct where and when new housing should be built across the district up to 2026, it will also look at affordable housing and be supplemented by an Affordable Housing SPD which will look to maximise affordable housing provision across the district.			
<b>Council Objective (CO)</b>	Improvement	<b>Council Priority (CP)</b>	3.Customer service
<b>Impacts</b>			
The issues and options process has involved detailed consultation with the general public and the completed Core Strategy will be a publicly available document that identifies the spatial vision for the district.			
<b>Council Objective (CO)</b>	Sense of Community and Well Being	<b>Council Priority (CP)</b>	4. Sense of community
<b>Impacts</b>			
The Draft Core Strategy sets out the long term spatial vision for the district and the strategic policies required in delivering that vision. The Draft Core Strategy goes beyond identifying land uses and attempts to tackle social and economic issues affected by the implementation of various policies.			
<b>Council Objective (CO)</b>	Environment	<b>Council Priority (CP)</b>	5. Clean Streets and recycling
<b>Impacts</b>			
The Draft Core Strategy contains policies which encourage recycling and minimisation of waste			

## 9. LEGAL IMPLICATIONS

9.1 The Core Strategy once adopted will become part of the Statutory Development Plan for the District required by the Planning and Compulsory Purchase Act 2004, and prepared in accordance with The Town and Country Planning (Local Development) (England) Regulations 2004.

## 10. RISK MANAGEMENT

10.1 The main risks associated with the details included in this report are:

- Inability to produce development plan document which is judged to be sound by the planning inspectorate and therefore resulting in non legally compliant Strategic planning service



10.2 These risks are being managed as follows:

Risk Register: Planning and Environment  
Key Objective Ref No: 6  
Key Objective: Effective, efficient, and legally compliant Strategic  
planning Service

## 11. CUSTOMER IMPLICATIONS

11.1 The Core Strategy is likely to have an impact on many different aspects of people's lives including living, working, shopping, leisure and education. Public consultation has been and will be extensively undertaken throughout the process.

## 12. EQUALITIES AND DIVERSITY IMPLICATIONS

12.1 An equalities impact assessment will be carried out on the final submission version of the strategy, although attempts will be made to consult with all sections of society as the plan progresses towards completion.

## 13. VALUE FOR MONEY IMPLICATIONS

13.1 Whilst there are no direct value for money implications connected with this report, methods to provide value for money are continuously being explored, for instance via joint procurement for external consultancy work identified as a requirement to provide a robust evidence base for the Core Strategy and striving to carry out consultation on various documents concurrently thereby achieving cost savings.

## 14. OTHER IMPLICATIONS

Procurement Issues	None
Personnel Implications	None
Governance/Performance Management	None
Community Safety including Section 17 of Crime and Disorder Act 1998	None
Policy	The core strategy forms an essential part of the LDF and the policies contained within the core strategy will shape future development.
Environmental	Core strategy will

	contain policies in relation to the environment.
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**15. OTHERS CONSULTED ON THE REPORT**

Portfolio Holder	No
Chief Executive	Yes
Executive Director - Partnerships and Projects	Yes
Executive Director - Services	Yes
Assistant Chief Executive	Yes
Head of Service	Yes
Head of Financial Services	Yes
Head of Legal, Equalities & Democratic Services	No
Head of Organisational Development & HR	No
Corporate Procurement Team	No

**16. WARDS AFFECTED**

All wards.

**17. APPENDICES**

Appendix A- Draft Core Strategy

**CONTACT OFFICER**

Name: Rosemary Williams  
E Mail: r.williams@bromsgrove.gov.uk  
Tel: (01527) 881316

# Draft Core Strategy

October 2008

DRAFT



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**Why a Draft Core Strategy instead of a Preferred Options document?**

**Context**

**What happens next?**

**How can I get involved?**

**What has influenced this draft Core Strategy?**

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## 3. SPATIAL VISION

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## 5. LINKS WITH THE BROMSGROVE SUSTAINABLE COMMUNITY STRATEGY

## 6. CORE POLICIES

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CP 1 Climate Change

CP2 Distribution of Housing

CP3 Rural Renaissance

CP4 Promoting High Quality Design

CP5 Managing Natural Assets

CP6 Managing Man Made assets

CP7 Water Management and Flood Protection

### **B) Economic Success that is shared by All**

CP8 Distribution of New Employment Development

CP9 Retail and Town Centre Regeneration

### **C) Improving Health and Well Being**

CP10 Sustainable Transport

CP11 Open Space and Recreation

**D) Meeting the Needs of the Community**

CP12 Type, Size and Tenure of Housing

CP13 Accommodation for Gypsies, Travellers and Showpeople

CP14 The Scale of New Housing

CP15 Cross Boundary growth

CP16 Affordable Housing

CP17 Sustainable Communities

**7. Implementation and Monitoring**

**8. Appendix A - Housing Trajectory**

**Appendix B- Key Diagram**

**Appendix C- Relevant Evidence**

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## **DRAFT CORE STRATEGY**

### **1. BACKGROUND**

#### **1.1 Purpose of this report**

1.2 This document has been produced by the District Council as a basis for consultation on the next stage of preparing Bromsgrove's Core Strategy as part of the Local Development Framework. It builds on the earlier Issues and Options consultation stages that took place in the summers of 2005 and 2007.

#### **1.3 What is a Local Development Framework?**

1.4 The Bromsgrove LDF will replace the existing Bromsgrove District Local Plan which was adopted in 2004. It is being prepared under amended legislation contained within the Planning and Compulsory Purchase Act 2004 – and will provide a strategic planning framework for the District, guiding change to 2026. When adopted, Bromsgrove's LDF together with the West Midlands Regional Spatial Strategy will form the statutory Development Plan for the District.

1.5 The LDF is made up of a portfolio of documents. This includes a Core Strategy and other Local Development Documents (LDDs) which set out policies and proposals for implementing the Core Strategy. The Core Strategy shows how a spatial planning approach can help deliver the District's vision and aspirations. The LDDs set out how different aspects of the Core Strategy will be implemented. Some of these LDDs will have material status in guiding decisions made on planning applications. The Core Strategy is one of these.

1.6 This new system is seen as a real opportunity to provide a more strategic and flexible approach to guiding Bromsgrove's development. Key features will be shorter, more focused documents providing a strategic and flexible approach to managing change. The LDF will also provide an integrated approach which informs, takes account of and helps deliver a wide range of other initiatives. It will be based on a real expectation of improving the quality of people's lives in a way that truly reflects the aspirations of local communities and achieves the overarching aim of delivering sustainable development.

#### **1.7 Why a Draft Core Strategy instead of a Preferred Options document?**

1.8 The Town and Country Planning (Local Development) (England) Amendment Regulations were published in June 2008. The District's Core Strategy preparation therefore needs to take account of the requirements of the transitional arrangements that were put in place. The new regulation 25 refers to the need for public participation in the preparation of the Development Plan. The Regulations no longer

require a specific consultation period on “preferred options” and the purpose of Regulation 25 is to give Local planning Authorities wider scope to engage stakeholders and interested parties in the preparation of their Development Plan Documents.

- 1.9 The District Council has therefore decided to prepare a draft Core Strategy to meet the requirements of the new Regulation 25. Functionally this draft will therefore set out what the Preferred Options for spatial development are.
- 1.10 During the preparation of this draft Core Strategy all options presented in the Issues and Options consultation process have been evaluated and the most appropriate options form the basis of policies are now presented. It is important to remember that whilst consultation responses are a key input to the emerging Local Development Framework there are also many other inputs as well such as Government policy, the West Midlands Regional Spatial Strategy, other strategies and so on. Therefore it may not always be possible to amend policies in response to consultation feedback, however much the Council may wish to do so.
- 1.11 Context**
- 1.12 This report sets out the preferred policies for consultation in relation to the Core Strategy. A Background Report will be published for this consultation stage to provide more information on the context for the proposals in this document and the issues that have led to its conclusion. This will be made available on the District Council’s website [www.bromsgrove.gov.uk](http://www.bromsgrove.gov.uk) with hard copies available at the Council House.
- 1.13 What happens next?**
- 1.14 The District Council will carefully consider all representations received and where appropriate seek to resolve objections. This document will then be developed into the Core Strategy and formally “submitted” to the Secretary of State in 2009. However, it is likely that submission of this DPD will follow the receipt and assimilation of the report of the Examination in Public of the West Midlands Regional Spatial Strategy Phase 2 Review.
- 1.15 The submitted document will be made available for another consultation period during which formal representations can be made.
- 1.16 All representations received will be considered at an Examination in Public to be conducted by an independent Planning Inspector who will test the ‘soundness’ of the plan. The tests of soundness are set out in Planning Policy Statement 12 Local Spatial Planning. It states that after an Inspector checks that the Core Strategy complies with legislation in



the Planning and Compulsory Purchase Act 2004, the Inspector must determine whether the plan is sound by ensuring that it is “ justified, effective and consistent with national policy”. The Inspector’s report will be binding on the District Council.

### **1.17 How can I get involved?**

- 1.18 The preparation of the Core Strategy DPD has been progressing for some time and you may already have been involved through earlier consultation processes. There are still opportunities for you to be involved. The Core Strategy builds on work done in developing Bromsgrove’s planning strategy over several years. This includes the LDF Issues and Options consultations in the summers of 2005 and 2007, as well as a number of studies that will form the evidence base to the Core Strategy and the emerging Regional Spatial Strategy for the West Midlands.
- 1.19 Publication of the Core Strategy DPD is timetabled for Friday 31st October 2009 and the consultation period will run until Friday 16th January 2009.
- 1.20 This is your opportunity to continually be involved in the evolution of the Core Strategy DPD. Any of the Councils proposed core policies are open to scrutiny and you can still put forward your ideas for other options.
- 1.21 We will need to consider all of your comments before a final published Core Strategy can be issued therefore if you have any comments they must be received by the District Council by 5pm on Friday 16th January 2009.
- 1.22 You can send us your comments on what you think of this document and the proposed policies using the attached response form, as this will enable us to process your comments in the most effective way.

Please send the completed form to:

The Strategic Planning Team,  
Planning and Environment Services,  
The Council House,  
Burcot Lane,  
Bromsgrove,  
Worcestershire,  
B60 1AA

email [ldf@bromsgrove.gov.uk](mailto:ldf@bromsgrove.gov.uk)  
tel. 01527 881328.  
Fax. 01527 881313

Further information may be obtained by contacting the team using the above contact details or by visiting our website:

[www.bromsgrove.gov.uk](http://www.bromsgrove.gov.uk)

### **1.23 What has influenced this draft Core Strategy?**

- 1.24 Bromsgrove's planning policy framework has to be in line with National policy, in general conformity with the West Midlands Regional Spatial Strategy (WMRSS), take account of the emerging phased revisions of RSS and consistent with the Worcestershire Structure Plan 1996-2011. Emerging updates to national planning policy statements will set new challenges for Bromsgrove to 2026.
- 1.25 **At the National level**, the Department for Communities and Local Government (DCLG) are continuing the process of replacing Planning Policy Guidance Notes with more focussed and shorter Planning Policy Statements. There is currently a national emphasis on accelerating house provision to meet current and future needs and also delivering economic growth. These targets have to be achieved whilst also delivering sustainable development.
- 1.26 **At a Regional level**, the West Midlands RSS identifies that the District of Bromsgrove is located outside of the Major Urban Area (MUA). The strategy focuses growth within the MUA as a way to help reverse past trends of outward migration from the cities to areas such as Bromsgrove. This suggests that any growth within Bromsgrove should be restricted to meeting local needs. The emerging phased Revision of the RSS has identified Redditch as a Settlement of Significant Development (SSD). The significant growth proposed for Redditch has implications for the adjacent local planning authorities of Bromsgrove and Stratford-on-Avon. The preferred options document for the Phase 2 Revision of the RSS identified that some Redditch growth would need to be located in Bromsgrove and/or Stratford-on-Avon.
- 1.27 **The Worcestershire Structure Plan** will remain a material planning consideration until 2011. The plan identifies the levels of housing and employment development within the District and these targets have now been reached. The overarching vision for Worcestershire is to be a county which is environmentally conscious, prosperous, a place where residents are healthy and safe and a place where people are treated fairly and afforded opportunity.
- 1.28 Sustainable Community Strategy**
- 1.29 The work of the Bromsgrove Partnership (Local Strategic Partnership) in identifying key issues for the District in the Sustainable Community Strategy has helped to inform the spatial objectives in the Core Strategy. The responses to the issues and options consultations have also had a significant impact on the process. The implementation of the core strategy will put an emphasis on the delivery of the spatial

objectives which will in turn help to deliver many of the Local Area Agreements within the Sustainable Community Strategy.

### **1.30 Sustainability Appraisal**

1.31 A draft Sustainability Appraisal (SA) report was available for consultation alongside the Issues and Options document. The comments received have helped to prepare the Final SA report which is also available for consultation with this draft Core Strategy

### **1.32 Engagement with delivery stakeholders**

1.33 Bromsgrove District Council has been undertaking discussions with key stakeholders throughout the production of the Core Strategy and this will continue to ensure that the options taken forward are deliverable.

### **1.34 Joint Working**

1.35 Bromsgrove District Council, Redditch Borough Council and Stratford-on-Avon District Council continue to closely liaise to prepare the Core Strategies for each District and build a robust evidence base to support policies put forward.

1.36 Planning Policy Statement 12 advocates joint working on Core Strategies as spatial planning should not be constrained by Local Authority administrative boundaries. The most appropriate joint working arrangements are to progress the Core Strategies concurrently. Consultation on this stage of the preparation of the Core Strategy has therefore been closely aligned with both Redditch and Stratford Councils' timetables and both Authorities are planning to commence a similar consultation exercise at approximately the same time as Bromsgrove.

## **2. SPATIAL PORTRAIT**

2.1 Bromsgrove District Council covers approximately 21, 714 hectares and at 2001 had a population of 87,837(2001 Census). The population was projected to increase to around 91500 by 2007 falling back steadily to about 90800 by 2011. It lies to the south of the West Midlands Conurbation and is located 22km (14 miles) southwest of central Birmingham. Bromsgrove town is the largest settlement (population circa 30,000) with smaller settlements being scattered throughout this predominantly rural area.

2.2 Bromsgrove is a mainly rural District with around 91% of the land designated as Green Belt. Amongst this Green Belt there lie pockets of urban development. The mixture of both urban and rural environments contribute towards a rich biodiversity across the District. Geodiversity comprises the variety of rocks, fossils, minerals, landforms and soils, and the associated natural processes that determine the landscape and character of our natural environment. This also has a significant influence on where habitats and species are found.

- 2.3 The District contains 8 Sites of Special Scientific Importance, 96 Special Wildlife Sites and 5 Landscape Protection Areas. These sites are varied in their nature ranging from whole valleys and hills such as the Lickey, Clent and Waseley Hills, canals, protected ancient woodlands and reservoirs which serve as habitats for many species of plants and animals. The rural nature of the District also provides ample opportunity for outdoor leisure activities at locations such as the Lickey and Clent Hills.
- 2.4 Furthermore the District is diverse, attractive and has a real sense of history with 10 conservation areas and over 470 listed buildings spread across the District. There are 839 known sites of archaeology interest in the District. Sites can vary from upstanding monuments, to sites inferred by historic documents, from buried remains to listed buildings and from earthworks to artefacts. Of these sites 10 are Scheduled Ancient Monuments. The diversity of designated and non-designated heritage and archaeological sites form a key component of the historic landscape of the District.
- 2.5 The population profile shows that 17% of the population are over 65, compared to 15% nationally (2001 census). The District supports a varied and dynamic economy based on a range of small and medium sized businesses. The Central Technology Corridor runs through the heart of the District and has provided significant opportunity for growth in high technology sectors particularly at the Bromsgrove Technology Park and the former Rover site in Longbridge.
- 2.6 The area is well served by motorways, the M5 running north to south and the M42 from east to west. These routes connect with the M6 to the north of Birmingham and the M40 to the east. Localised congestion occurs in the District, for example, due to excessive traffic volumes in the Town Centre at peak times and if there is an issue on the Motorways when traffic typically diverts through the local highway network. The District is also served by train connections with a number of commuter routes passing through the District into Birmingham. Over the last ten years the number of people who use Bromsgrove station has increased by 400%. Most of the people who use the station commute to work in the West Midlands conurbation but there are an increasing number of people using the train services from Bromsgrove for leisure trips, education and to access health facilities. Despite this heavy usage the existing station facilities are extremely basic and the platform lengths prohibit larger trains from stopping. The station therefore currently presents a poor image as the gateway to Bromsgrove. Furthermore, not all areas within the District are well served by public transport. However, as the area itself is highly accessible by private car, coupled with the attractiveness of the area as a desirable place to live, this has resulted in sustained inward migration from the nearby conurbation. The demand for property within the District has had significant implications on property prices. In 2007 the average house price was £234,885; which was significantly above the

national average of £210,578. The affordability issue is exacerbated in the smaller rural settlements thus making it difficult for young people to find a home in the community that they grew up.

- 2.7 Excellent strategic links means that the area has also become attractive to businesses considering expansion, relocation or establishing for the first time. Within the District, employment is concentrated within the services sector but this employment is not solely provided for in the District. The average residence based earnings in Bromsgrove are £25,925; this is significantly above the national average of £23,200. The larger than average salaries, combined with inward migration, has resulted in continuing demand for leisure, health, education, housing and other personal and social facilities. However, with approximately 91% of the District located within the designated Green Belt there is a clear difficulty in identifying sufficient land for development without altering Green Belt boundaries.
- 2.8 Whilst the earnings of people living within the District are relatively high it is a concern that workplace based earnings in the District are at an average of £19,798. This raises concerns on a number of levels. Firstly it suggests that some people on higher wages who live in the District must be commuting out of the District on a daily basis for employment. There is a clear need to provide more skilled jobs locally within the District to reduce this daily outward migration to the Major Urban Area (MUA) of the West Midlands. Whilst some progress has been made in this area with development focussed on the High Technology Corridor that runs along the A38, it would appear that further development in high tech manufacturing and knowledge based industries is required to address the balance between residence and workplace based earnings.
- 2.9 This daily commute to the MUA is clearly unsustainable particularly as a high percentage, 47%, of commuters use cars (compared to 35% nationally in the 2001 census) rather than public transport. For many, public transport is not a viable option due to infrequent bus services and the poorly located train station in Bromsgrove. This focus on private transport has caused problems with air quality to such an extent that the area surrounding junction 1 of the M42 has been designated as an Air Quality Management Zone. The CO<sub>2</sub> emission in Worcestershire in 2004 (all sectors) shows that the highest CO<sub>2</sub> emission locations are along the motorways M42 and M5 (Draft Planning for Renewable Energy in Worcestershire Technical Research Paper).
- 2.10 The problems caused by poor access to public transport are accentuated in the most rural parts of the District particularly where people do not have access to a car. Without any easily accessible form of transport some residents have become isolated and therefore socially excluded.

- 2.11 The above average earnings within the District confirm that there is significant wealth in many locations however there are small pockets of deprivation within the town of Bromsgrove. Parts of the Sidemoor and Charford wards fall within the most deprived 20-40% of Super Output Areas (SOAs) across England. These areas perform badly on indicators such as health, education and income.
- 2.12 The District has a relatively healthy population in respect of illness. However this does not take account of how fit the population is or how much exercise is taken. The promotion of good health must be seen in the wider context than the incidences of illness and the LDF can help shape the cultural and commercial environment in which we live so that it is easier to choose a healthier lifestyle, for example, by making provision for walking and cycling.

### 3. SPATIAL VISION

- 3.1 The vision for Bromsgrove expressed in the Local Development Framework (LDF) needs to support the vision that has been established by the Bromsgrove Sustainable Community Strategy which states that:

“We will make Bromsgrove District a better place to work, live and visit by driving forward change”.

- 3.2 The following concise statement is proposed as the guiding or principal aim for the LDF:

Bromsgrove’s LDF Vision:

*By 2026 Bromsgrove will have become a more sustainable, healthy, prosperous and accessible District, whilst the attractiveness of its landscape, built form and settlements will have been preserved and enhanced.*

*Bromsgrove Town Centre will have been regenerated and become a thriving focus for mixed uses such as retail, leisure and commerce serving the needs of Bromsgrove’s population and beyond.*

*Longbridge will have been redeveloped as an exemplar sustainable mixed use development providing new jobs, houses and community facilities with wide ranging spin off benefits for the local area and beyond.*

*People from all sections of society will have been provided with access to homes, jobs and services to meet their needs.*

*Commuting out of the District will have slowed and more of the District's younger population will have been retained. This process will have been assisted by improved rail links brought about by the new Bromsgrove Station which will provide an appropriate new gateway into the regenerated town centre and a wider pivotal rail focus for North Worcestershire. Sustainable accessibility will have been enhanced and new high technology employment growth in the Bromsgrove Technology Park stimulated.*

*Diversification of the Districts economy will be marked by the growth of innovative manufacturing, recycling, sustainable technologies and high technology.*

*Air quality will have been improved and the carbon footprint of the District will have significantly reduced, with a sustained increase of on site renewable energy being incorporated into new developments.*

- 3.3 By 2026 the attractiveness, vitality and prosperity of the countryside, towns and villages of Bromsgrove will have been enhanced. The LDF will take this agenda forward, providing a long term framework for District's sustainable development, building on its potential to overcome disadvantage.
- 3.4 The anticipated economic, cultural and social changes that will emerge in the next 15 years will have been addressed, taking full account of the views of Bromsgrove's public and stakeholders.
- 3.5 A regenerated Bromsgrove town centre will be the key centre for services in the District. The town centre will be transformed into a thriving town that provides a unique blend of old and new and it will have a diverse range of leisure facilities. There will be shopping facilities including popular high street retailers and specialised markets. A variety of pubs and restaurants will provide a lively, safe and varied leisure experience. The increase in people living in the Town will contribute to its prosperity, vitality and safety.
- 3.6 Longbridge will have undergone a major transformational change and will now be an exemplar sustainable mixed use development, delivering new jobs, houses and community/leisure/ educational facilities for the benefit of the local community, Bromsgrove, Birmingham, the region and beyond.
- 3.7 Local centres such as Hagley, Wythall and Barnt Green will continue to have a significant role to play in the lives of local people. A variety of services will continue to be provided to ensure the viability and vitality of local centres. This will enable people to utilise local facilities rather than travelling further by potentially unsustainable means of transport.



- 3.8 The new railway station will provide state of the art public transport interchange for travellers with excellent links with the regenerated town centre and will provide a pivotal focus for North Worcestershire. The improved station will provide the opportunity for an increased number of trains from a wider range of destinations to stop in Bromsgrove. This will give the local population and people outside of the District greater mobility and access to the town centre in a more sustainable manner, whilst also enhancing the vitality of the town centre.
- 3.9 By 2026 Bromsgrove District will have delivered the required level of new housing to meet the needs identified in the Regional Spatial Strategy and increased the provision of affordable housing across the District. Housing growth will have been primarily focussed in the most sustainable locations whilst recognising the needs for housing provision in rural locations. A mix of well designed homes of varying tenures will have created attractive streetscapes and balanced mixed communities.
- 3.10 Bromsgrove will maintain low levels of unemployment by providing a range of jobs in various sectors, with growth primarily focussed on knowledge based industries and high tech manufacturing situated on the Central Technology Belt that runs through the District. Providing a wider range of skilled occupations will have provided greater opportunity for residents to work locally and thus reduced the need to travel.
- 3.11 Development within the District will have been sensitively managed to preserve and enhance its attractive built and natural form. The high level of landscape quality will have been preserved in the District and access to it will have been sympathetically managed with promotion of opportunities for outdoor leisure activities that will benefit the health of the local population.
- 3.12 Bromsgrove District will tackle the key issues of climate change and sustainability. By 2026 the amount of energy produced from renewable sources will have increased as new developments will have provided a fixed percentage of energy from renewable sources. Through tackling issues such as waste management, recycling will have greatly increased throughout the District, with an increased number of recycling centres and recycling becoming an integral part of new developments. This will have been achieved through the use of recycled building materials and facilities for rain water collection and composting facilities on new developments.
- 3.13 Sustainable development has many different interlinked facets many of which will have been innovatively incorporated into the lives of people within Bromsgrove by 2026. This will include development of brownfield sites and sites adjacent to existing settlements. Improvements to public transport including the new train station, more frequent buses, new bus routes and improved routes for cyclists and

pedestrians will have modified the lifestyle of residents and reduced the number and length of car journeys in the District. Furthermore there will be increased levels of recycling and increased use of renewable energy.

- 3.14 Bromsgrove's communities will have become sustainable, prosperous, safe, healthy and vibrant. People from all sections of society will have been provided with access to homes, jobs and services and more of the District's younger population will have been retained and the needs of the elderly will have been better met.

#### **4. STRATEGIC OBJECTIVES**

4.1 We have defined a set of spatial objectives that aim to deliver the spatial vision for Bromsgrove by 2026. They build upon national and regional planning policy objectives and address key local issues. The objectives provide the basis for the preferred spatial strategy for the District, including the core policies which are necessary to secure the delivery. The proposed strategic objectives are outlined below: SO1 - Deliver the required level of housing in line with the emerging Regional Spatial Strategy

- SO1 - Deliver the required level of housing in line with the emerging Regional Spatial Strategy
- SO2 - Provide a range of housing types and tenures with a particular focus on affordable housing to meet the needs of the local population
- SO3 - Regenerate Bromsgrove Town Centre to create a thriving market town
- SO4 – Provide sufficient opportunities for employment growth, particularly in knowledge based industries and high tech manufacturing whilst supporting rural diversification
- SO5 - Focus new development in the most sustainable locations in the District
- SO6 - Create a more integrated, sustainable and reliable public transport network across the District
- SO7- Promote high quality design of new developments
- SO8 - Protect and enhance the unique character and appearance of the historic built and natural environment throughout the District
- SO9- To protect and improve the countryside and the diversity of wildlife and habitats
- SO10 - Enhance the vitality and viability of local centres across the District
- SO11 - Encourage energy efficiency and the use of renewable energy in the District
- SO12 - Encourage recycling including waste, rainwater and building materials
- SO13- Conserve water supplies
- SO14- Respond to increased risks of flooding

- SO15 - Provide excellent and accessible health, education, culture and leisure facilities to meet the needs of Bromsgrove’s population
- SO16 - Promote active and healthy lifestyles and strive for excellence in education and culture

## 5. LINKS WITH THE BROMSGROVE SUSTAINABLE COMMUNITY STRATEGY

5.1 As abovementioned, the Sustainable Community Strategy has helped to inform the spatial objectives in the Core Strategy. Furthermore, the implementation of the Core Strategy will assist in delivering certain aspirations contained within the Sustainable Community Strategy.

5.2 The table below highlights the linkages between these documents.

Themes in the Sustainable Community Strategy	Local Area Agreements	Spatial Objectives in Core Strategy	Core Strategy Policies
Communities that are safe and feel safe	<ul style="list-style-type: none"> <li>• To reduce crime</li> <li>• Reassure the public reducing the fear of crime</li> <li>• Reduce the harm caused by illegal drugs</li> <li>• Build respect in communities and reduce anti-social behaviour</li> </ul>	SO3, SO8, SO11, SO12	CP4, CP9
A better environment – for today and tomorrow	<ul style="list-style-type: none"> <li>• To reduce waste and increase recycling</li> <li>• To have cleaner, greener and safer public spaces</li> <li>• To protect and improve Worcestershire’s natural environment/biodiversity</li> <li>• Reduce the harm caused by illegal drugs</li> <li>• Build respect in communities and reduce anti-social behaviour</li> </ul>	SO5, SO6, SO7, SO9, SO10, SO11, SO12, SO13, SO14	CP1, CP4, CP5, CP6, CP7, CP10, CP17

Themes in the Sustainable Community Strategy	Local Area Agreements	Spatial Objectives in Core Strategy	Core Strategy Policies
Economic Success that is shared by all	<ul style="list-style-type: none"> <li>• To develop a vibrant and sustainable economy</li> <li>• To develop the economic structure</li> <li>• To improve the skills base of the local population</li> <li>• To ensure access to economic benefits</li> </ul>	SO3, SO4, SO11, SO12	CP1, CP3, CP8, CP9, CP17
Improving health and well being	<ul style="list-style-type: none"> <li>• Reduce health inequalities</li> <li>• To increase life expectancy and reduce morbidity of adults</li> <li>• To improve the quality of life of older people with a limiting long term illness</li> </ul>	SO5, SO6, SO11, SO12, SO15	CP1, CP4, CP5, CP6, CP10, CP11, CP12, CP13 CP17
Meeting the needs of children and young people	<ul style="list-style-type: none"> <li>• To improve access to and take up of integrated local preventative services</li> <li>• To develop inclusive communities by increasing the level of educational attainments</li> <li>• To increase participation in education and training</li> <li>• To improve the life chances of vulnerable children and young people through activity and positive contribution</li> <li>• To ensure that children and young people are protected from harm</li> <li>• To increase life expectancy and reduce morbidity of children and young people</li> </ul>	SO1, SO2, SO5, SO6, SO11, SO12, SO15, SO16	CP1, CP4, CP10, CP11, CP17

Themes in the Sustainable Community Strategy	Local Area Agreements	Spatial Objectives in Core Strategy	Core Strategy Policies
Stronger communities	<ul style="list-style-type: none"> <li>• Empower local people to have a greater choice and influence over local decision making and a greater role in public service delivery</li> <li>• To reduce income deprivation including child and pensioner poverty</li> <li>• To improve passenger transport, leading to improved accessibility and an increase in passenger numbers</li> <li>• To improve access to services</li> <li>• To increase opportunities for recreation, leisure and culture for all</li> </ul>	SO1, SO2, SO3, SO4, SO5, SO6, SO8, SO11, SO12, SO15, SO16	CP2, CP3, CP5, CP6, CP8, CP9, CP10, CP11, CP12, CP14, CP16, CP17

5.3 To provide a level of coherence and consistency the topic headings will build on the key issues identified within the Sustainable Community Strategy. The issues of 'meeting the needs of children and young people' and 'stronger communities' have been integrated under the heading of 'meeting the needs of the community'. Whilst the issue of 'communities that are safe and feel safe' will form part of the topic entitled 'a better environment for today and tomorrow'. Each topic will focus on several key areas and a small number of broad strategic policies will enable the delivery of the vision for Bromsgrove in 2026. Due to their spatial nature there will inevitably be some overlap between the policy areas i.e some policies under certain headings will have relevance elsewhere. For example, although the biodiversity policy is found under the Protecting Natural and man-made assets heading it could have been found under the heading Improving Health and Well Being. Where this obviously occurs, cross references have been included for the sake of clarity, however it is likely subtle overlaps will also occur and the plan should therefore be considered in its entirety.

- 5.4 However, environmental, economic and social criteria will determine the acceptability of proposals including;
- 1) impact on landscape, visual amenity and areas of ecological importance
  - 2) impact on nearby residential accommodation and other occupiers
  - 3) Traffic implications and proximity to transport infrastructure
  - 4) The extent to which the proposals helps to achieve wider environmental benefits
  - 5) Financial viability

## **6. Core Policies**

### **6.1 A) A Better Environment For Today and Tomorrow**

- 6.2 To be able to create a better environment for today and tomorrow, sustainable development needs to be an overarching aim in all policies and objectives throughout the core strategy. Sustainable development is a high priority on the Governments agenda demonstrated by the publication of a number of planning documents that contain some of the themes of sustainable development including of PPS1: Delivering Sustainable Development, Supplement to PPS1: Planning and Climate Change, PPS3 Housing, PPS9: Biodiversity and Geological Conservation, PPG13 Transport and PPS22: Renewable Energy.
- 6.3 There are a number of facets to sustainable development that need to be addressed and these include the use of renewable energy, recycling, water and waste management, the protection of the natural and built environment, designing attractive and safe communities where people will want to live and reducing the need to travel by private car.
- 6.4 Currently in Bromsgrove the usage of renewable energy is negligible and this needs to change to reflect national targets of achieving 10% of energy from renewable sources by 2010. Whilst the level of recycling is currently increasing, more can be done to reduce the level of waste that currently goes to landfill sites.
- 6.5 Bromsgrove is an attractive and desirable place with historic built form and swathes of beautiful countryside. It is essential that new developments reflect this by creating vibrant, attractive, accessible and safe places, where people will want to live, work and visit not only now, but also in the future.
- 6.6 All development proposals will therefore be assessed against the community's housing, economic and social requirements; protection and enhancement of the natural and built environment; minimisation of energy consumption; minimisation of the need to travel and the encouragement of the use of renewable energy. The use and development of land must therefore contribute to the pursuit of sustainable development and all development will need to:

- a) Make efficient use of land and existing infrastructure;
- b) Minimise the use of non-renewable energy sources, conserve scarce resources and encourage the use of sustainable resources
- c) Promote waste reduction and recycling including the reuse of construction materials;
- d) Incorporate sustainable drainage systems and have no adverse impact on water resources;
- e) Address the issue of flooding;
- f) Protect and enhance the quality of natural resources including water, air, land and biodiversity;
- g) Protect and enhance the historic character and the landscape of the District;
- h) Be accessible to all members of the community;
- i) Contribute to the health, social and economic well-being of the local population;
- j) Limit the need to travel by private motor vehicle and increase opportunities to undertake journeys by foot, cycle or public transport.
- k) Encourage distinctiveness, character, townscape and setting of settlements

## **6.7 CP1) Climate Change**

- 6.8 Climate change is the greatest environmental challenge facing the world today. Rising global temperatures will bring changes in weather patterns, rising sea levels and increased frequency and intensity of extreme weather. Bromsgrove district needs to adapt to climate change and to reduce the risk by reducing our contribution to the causes ( see also policy CP4 Promoting High Quality Design, CP5 Managing Natural assets, CP6 Managing man-made assets and CP 7 Water Management and Flood Protection.
- 6.9 To reduce our contribution to the causes of climate change, our future energy policy must focus on the reduction in emissions of greenhouse gases. Climate change and its effects will be a primary consideration in the determination of development proposals. Development and service provision must seek to ensure that impact on natural resources is minimised and the potential use of renewable or low carbon resources maximised.
- 6.10 The West Midlands RSS phase 2 revision states that the region should aim to contribute as far as possible towards the achievement of the UK's legally binding target under the Kyoto Protocol to reduce greenhouse gas emissions by 12.5% below 1990 levels over the period 2008-2012 as part of a wider European Community Commitment and the UK's domestic goal to reduce emissions of carbon dioxide to 20% below 1990 levels by 2020.
- 6.11 In November 2006 Bromsgrove District Council became a signatory of both the Worcestershire Climate Change Pledge and the Nottingham



Declaration, thereby demonstrating its commitment to combating the affects of climate change and joining with other authorities in taking a stand against it. This committed the authority to looking to reduce its own emissions of greenhouse gases, and working with and encouraging local stakeholders to follow suit.

- 6.12 The Region should aim to contribute as far as possible towards the achievement of the national energy target 10% of electricity produced from renewable energy by 2010 with an aspiration to double the renewables share of electricity between 2010 and 2020. In 2000 the Region generated less than 0.1% of its consumption from renewable sources and this shows room for improvement.
- 6.13 In Bromsgrove, a total of 1006 KT CO<sub>2</sub> was emitted just in the Bromsgrove district. Among the 1006KT, 592KT was from road transport, 239KT from domestic, 164KT from Industrial and Commercial and 10KT from Land-use change (Draft Planning for Renewable Energy in Worcestershire Technical Research Paper).
- 6.14 In response to the Energy White Paper (EWP), Advantage West Midlands has conducted and published the first low-carbon regional economic strategy 'Connecting to Success' and the study shows the potential for combined heat and power (CHP) networks in the region. Several areas in the Bromsgrove district are shown to have the potential for viable CHP schemes (see 'Improving Infrastructure: heat mapping and decentralised energy feasibility study' published by Advantage West Midlands)
- 6.15 Potential renewable energy resources in Bromsgrove include biomass, active solar systems, small scale hydro electricity schemes, energy from waste combustion, landfill gas and wind.
- 6.16

To be a greener district the Council will expect:

- a) all development to be in sustainable location which is well served by public or sustainable transport, provide facilities that encourage people to travel by sustainable mode of transport and take into account the impacts of climate change;
- b) all development to reduce energy consumption by following the energy hierarchy: 1) reduce use of energy; 2) use energy more efficiently; 3) move to energy from renewable or low carbon sources; and 4) use remaining fossil fuels cleanly.
- c) facilities that employ best practice technology to optimise the opportunities for, and convenience of recycling, composting and minimising waste

- d) the building and the construction process to minimise its carbon footprint, for example by using sustainable construction techniques/ design: the use of recycled or locally sourced building materials; aiming to achieve Code For Sustainable Homes Level 3 by 2010, Code Level 4 by 2013 and Code level 6 by 2016 for all new residential development;
- e) all developments to use sustainable decentralised zero or low carbon energy generation such as CHP or district heating schemes. Where such scheme is not viable, a secure, zero or low-carbon energy infrastructure or contribution ensuring connection to future district heating scheme is required.
- f) all major development (either new build or conversion) to incorporate appropriate renewable energy production equipment to provide at least 10% of the predicted energy requirements by 2010 and 20% by 2020. Where on-site provision is not viable, off-site provision or an equivalent contribution is required.

### **6.17 CP2) Distribution of Housing**

6.18 It is important that housing is delivered in the most sustainable way possible. In the first instance this means delivering housing on brownfield sites within existing settlement boundaries. Unfortunately the amount of brownfield land identified within the Strategic Housing Land Availability Assessment (SHLAA) that is currently suitable and available for development is insufficient to meet housing targets set within emerging RSS. This means that Greenfield sites may need to be released for development. These strategic sites should be located close to essential services minimising the need to travel where possible. It will be crucial for sites to be close to public transport options to give people a realistic alternative to the car. Whilst the majority of development will occur within urban areas it is important that there is the opportunity for limited development in villages to maintain their vitality and viability. Delivering affordable housing for identified local needs will be crucial in this process.

6.19 Whilst the level of new housing required within the District is, at this stage, unclear, it is important that a hierarchy is in place that will be effective and flexible enough to accommodate differing levels of growth.

6.20

- When determining the location of new housing development to meet Bromsgrove's needs, the following hierarchy will be used:
- a) In the first instance development needs in the District will primarily be met through the re-use of previously developed land or buildings within existing settlement boundaries that are not in the designated Green Belt.

- b) Additional land will be needed outside existing settlement boundaries to meet RSS targets. The primary location for this growth will be adjacent to Bromsgrove Town. This growth will be delivered through the phasing of key strategic sites. Broad locations for this growth are shown on the Proposals Map.
- c) If additional land is needed in the Plan period to 2026 it will only be released for development through the adoption of a Land Allocations Development Plan Document;
- d) In Green Belt villages, shown on the Key Diagram, affordable housing will be allowed where this is of an appropriate scale and there is supporting evidence to show that it will meet local needs.
- e) Redevelopment for housing or the development of new housing in the form of limited infilling within Green Belt settlement boundaries providing this would not have an adverse effect on the character of the settlements. Limited infilling shall be interpreted as the filling of a small gap within an otherwise built-up frontage.

See also policy CP15 Cross Boundary Growth

### 6.21 CP3) Rural Renaissance

6.22 Bromsgrove is predominantly a rural area containing a number of rural settlements. Rural areas have faced a steady decline in farming and related industries and increased diversification of the rural economy. House prices in the District's villages have climbed out of reach of young people wanting to stay, work and live in our rural villages. The District has seen a rise in commuting out of the District to work leading to dormitory villages and a decline in local rural facilities. The LDF needs to promote rural communities where people can live, work and access essential local facilities. Furthermore, many of the District's villages are of historic and/or architectural value or make an important contribution to local countryside character. It is important that new development respects and reflects this local distinctiveness. In summary therefore, development in rural areas must meet local needs and development will only be permitted where it would not have an adverse impact on the existing character of the locality.

6.23

- Proposals in rural settlements should demonstrate that they contribute to rural renaissance, for example, in the following ways:
- a) The proposal supports the sustainable diversification and development of the rural economy through the growth of existing businesses and the creation of acceptable new enterprise including tourism and recreational uses;
  - b) The proposal will lead to an improvement in the range and quality of services available to a rural community;
  - c) The proposal does not unacceptably impact on the rural landscape.
  - d) The proposal involves the provision of affordable houses in rural settlements where there is a proven local need. Development

should be proportionate to the size of settlements and related to needs. The following list of settlements are deemed to be appropriate for consideration in Rural Exception terms:

Adams Hill  
Belbroughton  
Beoley  
Blackwell  
Bournheath  
Burcot  
Clent  
Dodford  
Fairfield  
Holy Cross  
Hopwood  
Lower Clent  
Romsley  
Rowney Green

**6.24 CP4) Promoting High Quality Design**

6.25 All development must incorporate high quality design. This should embrace key principles such as reflecting and respecting local character, being visually attractive; safety; accessibility; responsive to the needs of all members of society, including people with disabilities and those who are less mobile; incorporating means to reduce energy consumption and achieving the efficient use of resources including construction techniques, materials and water. Good design of buildings, groups of buildings, spaces and landscapes are key elements to achieving sustainable development. Development that responds to its surroundings and climate change impacts (such as heat waves, increasing inland flooding and water shortage in some areas) can bring economical, environmental benefits to the area and will create a sense of belonging for local people. Development proposals in the District will need to demonstrate a high quality of design through layout, orientation, form, detailing and contribution to the character of an area. The Council will only accept proposals that promote high quality design.

6.26

New development should be well designed to respect the character, identity, culture and context of the settlement pattern, historic townscape and landscape. New development should also:

- a) Reduce its impact on climate change;
- b) Be 'climate-proofed', i.e. resilience to new extreme climate;
- c) Contribute positively to biodiversity and increase the ability of biodiversity to migrate across landscapes by making the intervening

land use between semi-rural habitats more biodiversity-rich, rather than simply physically linking them;

- d) Reduce water consumption, help offset the impacts of water pollution and surface water run-off;
- e) Contribute positively to an area's identity and heritage in terms of scale, density, layout, orientation, massing, use of materials, architectural features and access;
- f) Be flexible to respond to future social, technological and economic needs;
- g) Be easy to get to and move through and around by all community groups, providing recognisable routes, interchanges and landmarks that are well connected to sustainable transport, community facilities and services of individual communities and neighbourhoods in the district;
- h) Have public and private spaces that are safe, attractive, easily distinguished, accessible and complement the built form;
- i) Incorporate car parking that is integrated with the existing public realm, and other pedestrian and cycle routes and ensure motor vehicles do not dominate development schemes;
- j) Encourage a balanced mix of uses that work together and encourage sustainable living;
- k) Provide active ground floor frontages where located in the town, district and local centres;
- l) Be accessible to all users;
- m) Be safe, uncluttered, varied and attractive and reduce opportunities for crime and the fear of crime, disorder and anti-social behaviour.
- n) Value the amenity of current and future users and be located away from unacceptable nuisance, air pollution or vibration.

## **6.27 CP5) Managing Natural Assets**

6.28 Bromsgrove District is well known for its attractive Worcestershire countryside and its importance is acknowledged in Strategic objective 8. It makes a considerable contribution to the District in many ways for example;

- Its cultural value
- Significance for providing local identity to the district
- Value for tourism
- Contribution to quality of life

6.29 A diverse range exists but the main elements are identified as follows;

- 1) Clent, Lickey and Waseley Hills
  - 2) Open countryside, 91% of the District is classified as green belt, its landscape character, appearance and the best agricultural land
  - 3) Statutory and local areas of geological, wildlife and ecological value including Sites of Special Scientific Interests (SSSIs), Special Wildlife Sites (SWSs), Regionally Important Geological/ Geomorphological Sites (RIGS), locally characteristic habitats and species identified in the Biodiversity Action Plan for Worcestershire and valuable geodiversity areas to be identified in Phase 3 of the Geodiversity Action Plan for Worcestershire
  - 4) The character of settlements and their immediate environs
  - 5) Parks and gardens of historic interest
  - 6) Land of Recreational and amenity value
  - 7) Woodlands
  - 8) The public Rights of Way network
  - 9) Canals and rivers/streams
- 6.30 The process of landscape characterisation involves the gathering and assimilation of information relating to the six elements that define landscape character. Three of these – geology, topography and soils – relate to the physiographic character of the landscape, the other three – tree cover, settlement pattern and land use – relate to the cultural evolution of the landscape. To protect the landscape character of Bromsgrove, developments must be sympathetic and demonstrate that this issue has been addressed.
- 6.31 Geodiversity comprises the variety of rocks, fossils, minerals, landforms and soils, and the associated natural processes that determine the landscape and character of our natural environment. Geodiversity, biodiversity and archaeology are therefore closely linked, with the underlying geology influencing habitats, distribution of species and settlement patterns.
- 6.32 Climate change threatens species and ecosystem functions and processes upon which human survival and well-being depend. Isolated sites are unlikely to accommodate all of the UK's characteristic biodiversity or to sustain it in the light of climate change. Resilient systems absorb and respond to changes while sustaining biodiversity and ecosystem goods and services. The council will seek to maintain, restore ecologically functional landscapes and even re-create wetlands which enable species to adapt and move freely in response to climate change. These green networks will be identified in the local opportunity map to be produced by Worcestershire Biodiversity Partnership, regional biodiversity map in Landscape of Living, the enhancement area and green corridor in Phase 3 RSS.
- 6.33

The Council will require development proposals to:



- a) Demonstrate their support for geodiversity and biodiversity and where appropriate management of them
- b) Protect and enhance locally characteristic species as well as restoring or re-creating locally characteristic habitats and where appropriate contribute to the wider local and regional network
- c) Increase the ability of biodiversity to migrate across landscapes by making the intervening land use between semi-natural habitats more biodiversity-rich rather than simply physically linking them
- d) Pay due attention to the regional character and landscape type as described in the online Landscape Character Assessment Interactive map.

### **6.34 CP6) Managing Man Made Assets**

6.35 The district is diverse, attractive and has a real sense of history with 10 conservation areas, over 470 listed buildings and listed structures spread across the district. These all contribute to distinguish Bromsgrove district from other areas.

6.36 The Council will therefore seek the protection and, where appropriate, the enhancement of the wider historic landscape and all heritage assets such as statutory listed buildings, scheduled monuments, archaeological remains, locally listed buildings, conservation areas, registered parks and gardens, historic parks and gardens and their settings.

6.37

The Council will:

- a) Only allow development proposals that preserve the listed building or scheduled monument and/or its setting;
- b) Produce a list of buildings of local importance and take full account of these where they may be affected by planning proposals;
- d) Only approve development that takes proper account of the archaeological remains that relate to the development site;
- e) Ensure that development proposals secure the preservation and/or enhancement of the character or appearance of conservation areas and their settings;
- c) Ensure development proposals preserve or enhance the historic landscape interest of registered parks and gardens and their settings;
- d) Ensure development proposals do not harm the wider historic landscape of the District.

### **6.38 CP7) Water Management and Flood Protection**

6.39 The LDF can potentially make a significant contribution to protecting the community and the environment of Bromsgrove from the consequences of flooding and to encourage the prudent use of water



resources. Although the District was not severely affected by the serious flooding in 2007, the issue of flooding is a concern for the residents of the District. As Climate Change will lead to increased frequency and intensity of extreme weather, priority will be given to development in areas of minimal flood risk. A Strategic Flood Risk Assessment and a Water Cycle Strategy have recently been completed for the District. These studies conclude that flood risk within the District is mainly associated with flash flooding of ordinary watercourses as a result of rapid response of its catchments to runoff. In many cases this has resulted in an overwhelming of the road, rail and canal networks and their associated drains and outflows. Along many of the watercourses flooding is attributable to a lack of maintenance resulting in blockages and reduced flow capacity. However a degree of flooding has also been associated with the Main Rivers located within the District most notable the River Salwarpe, The Sugar Brook, The Spadesbourne Brook and the Battlefield Brook. It is therefore imperative that any new development takes this into account and minimises the volume of runoff produced through the implementation of SuDs especially where located on Greenfield sites. It is recommended that rainwater re-use schemes be utilised such as rainwater harvesting for domestic use and source control techniques including the installation of green roofs and permeable paved surfaces.

- 6.40 In considering all development proposals the following principles will be applied:

In considering all development proposals the following principles will be applied:

- a) Watercourse protection and the management of flood risk
- b) Development and service provision must ensure that communities and the environment are not adversely affected by flooding and therefore there is an expectation that all development should fall within flood zone 1.
- c) Where land in flood zones 2 or 3 is involved a comprehensive Flood Risk assessment will be required to be submitted by the applicant
- d) Measures that manage and control runoff through the use of SuDS for example, storm water diverted to soakaways, green roofs, permeable paved surfaces and so on, will be sought where appropriate.
- e) Measures to reduce demand for water will be required, such as the use of grey water and rainwater harvesting.

**6.41 B) Economic Success that is shared by all**

- 6.42 Overall Bromsgrove is considered a good place to do business. An extensive business survey carried out as part of the Employment Land Review (ELR) found that the drivers of this are the quality and space of premises, the effectiveness of premises for business, the local environment for staff and customers and IT infrastructure. Whilst this

presents a positive picture there is a certain imbalance in the level of wealth contained within the district in relation to the jobs available within the district. The average annual residence based earnings in the district are £25,925 whilst the average workplace based earnings are only £19,798. The 2008 ELR identifies that Bromsgrove is a net exporter of labour with 10,200 residents having employment outside the district. These figures suggest that there are an insufficient number of skilled jobs within the district and this therefore needs to be addressed. The wealth within the district can paint a misleading picture as there are pockets of deprivation which need to be addressed to help reduce the level of inequality in Bromsgrove.

6.43 There will be 2 main drivers of economic growth within the district with a focus on the regeneration of the town centre and an expansion of the high technology sector. The town centre regeneration through the delivery of the Town Centre Area Action Plan has the potential to attract a variety of new firms and create a number of varied jobs whilst creating a more vibrant and lively town centre. The continued investment in the Central Technology Belt can help to create more highly skilled jobs giving the local population more choice in terms of employment opportunities. The main areas of development within the Central Technology Belt are at Longbridge where regeneration will be led through the Area Action Plan and the continuing expansion of Bromsgrove Technology Park.

#### **6.44 CP8) Distribution of new employment development**

6.45 Economic growth will primarily be focused on Bromsgrove Town and Longbridge, although this should have regard to urban biodiversity and the historic environment where applicable. In partnership with Birmingham City Council an Area Action Plan has been developed for the site of the Longbridge car plant. The aim is that Longbridge will be redeveloped into an exemplar sustainable; employment led mixed use development for the benefit of the local community, Birmingham, Bromsgrove, the region and beyond.

6.46 The ELR has identified that there is the greatest level of demand for industrial and office premises within Bromsgrove Town. Primarily the demand is for smaller premises; in terms of industrial premises this is between 185m<sup>2</sup> (2000sq ft) and 464m<sup>2</sup> (5000sq ft) and for office space this means premises under 92m<sup>2</sup> (1000sq ft). Focussing employment growth within Bromsgrove Town will enable more businesses to benefit from factors that make Bromsgrove a good place to do business such as the excellent motorway links and providing a good environment for staff and customers. Whilst there is also demand for new premises it has been identified through a recent survey undertaken as part of the ELR that 29% of firms have short term plans to expand their premises, further emphasising the strength of small businesses in the district.

6.47 Exceptionally employment may be permitted on the edge of the Town where there is evidence to suggest this is of wider economic and community benefit. Sites in other settlements may be permitted where this achieves a better balance between housing and employment and has the potential to reduce commuting.

6.48 The level of employment growth required within Bromsgrove District will be determined with the emerging RSS. The preferred option document states that Bromsgrove should have a rolling 5 year reservoir of 7 hectares and an indicative requirement of 21 hectares across the plan period. Housing targets within the RSS revision are currently subject to further examination and are likely to be revised and higher housing targets would have a knock-on effect on the amount of employment land required. Without the release of further land the ELR has identified that there is currently a net available supply of 39 hectares of employment land. The majority of sites within this supply fall within identified employment areas as shown on the Proposals Map. If additional land for employment is required this will be delivered through an allocation DPD.

6.49

In particular the Local Development Framework will promote the following:

- a) New technology opportunities as part of the 'Central Technology Belt', including Longbridge and Bromsgrove Technology Park;
- b) Small scale office and mixed use schemes within Bromsgrove Town Centre
- c) A range and choice of readily available employment sites to meet the needs of the local economy.
- d) Limited employment development in rural areas that help to maintain the vitality and viability of villages whilst not encouraging migration from Major Urban Areas
- e) Appropriate skills development and training as part of the promotion of employment sites.

Proposals that come forward for new employment developments or expansions to existing sites will be assessed against the following criteria:

- a) Accessibility to public transport options
- b) The capacity of the road network to accommodate increased traffic
- c) Impact on the character of an area;

The quality of the natural environment and any potential impact on biodiversity

## 6.50 CP9) Retail and Town Centre Regeneration

6.51 Bromsgrove District Council has identified that a holistic approach to the redevelopment of the town centre is required, that takes into account the prime sites for regeneration, and includes a systematic consideration of other opportunities.

6.52 The Council's vision is:

*"To develop Bromsgrove town centre to meet the needs of residents, businesses and visitors and those who work in the town through adapting to meet the requirements of a modern town centre and providing new opportunities for shopping, leisure employment and living whilst preserving and enhancing Bromsgrove's unique historical character".*

6.53 The Sustainable Community Strategy covers a range of priorities including the Town Centre and its regeneration. This strategy aims to promote the Town Centre as a unique shopping environment, with small specialist shops, high street accommodation, restaurants and cafes. It also aims to promote good accessibility for people with restricted mobility, good toilet facilities and encourage young people into the town centre. The evening economy should include a range of entertainment which caters for young, families and the elderly.

6.54 In line with PPS12 an Area Action Plan is being prepared for the Town Centre on the basis that Bromsgrove Town Centre represents an area where significant change/ conservation is needed and therefore an Area Action Plan is required in order to provide a planning framework to guide and promote future development. In relation to the wider scope of the Core Strategy, it is envisaged that the function of the Town Centre will remain as the main focus for retailing facilities in the District.

6.55

The Council will continue to support proposals to strengthen the role of the Town centre and seek improvements and expansion to meet the needs of Bromsgrove Town and its surrounding area.

Retail development outside local shopping centres shown on the Proposals Map will generally not be allowed, especially if it would affect the vitality or viability of a nearby local centre.

In all cases development must comply with the other policies in the LDF and in particular should be sustainable in design and in conformity with policies CP1, 4, 5, 6, 7 and 10.

### **6.56 C) Improving Health and Well Being**

6.57 It is important that people have the opportunity to make informed decisions about leading healthy lifestyles. Whilst Bromsgrove residents have a similar life expectancy to the national average, this is concerning when you consider the above average wealth and the predominantly rural nature of the district. This brings in question whether elements of the population have easy access to places where people can enjoy outdoor pursuits such as at the Lickey Hills and the

Clent Hills. The quality of public transport within Bromsgrove needs to be improved as there has been an over reliance on the car for both work and leisure activities. The catalyst for the improvement should be the proposed new train station in Bromsgrove but giving people greater transport choice should also mean improving opportunities for walking and cycling. Whilst delivering greater transport choice is a start, increasing the awareness of the population in the benefits of leading a healthy lifestyle could potentially mean that the population will maintain active lives for longer and thus help to ensure the vitality and viability of local services.

- 6.58 The Local Development Framework, together with other plans and strategies, will seek to improve the health of those living and/or working in the District in the following ways;
- a) The provision of adequate open space to meet the needs of the local community;
  - b) Provision of both indoor and outdoor sports and recreation opportunities at locations that are easily accessible to those without a car;
  - c) Provision of new housing away from poor air quality locations.
  - d) Encourage linkages between places for example by improving the provision of cyclist routes and facilities and providing high quality and safe pedestrian routes

**6.59 CP10) Sustainable Transport**

- 6.60 Transport and accessibility plays a key role in improving quality of life and prosperity of residents and is also vital for achieving economic growth. One of the key challenges of the Local Development Framework will be to deliver an improvement in accessibility by encouraging more sustainable means of travel.
- 6.61 The Worcestershire Local Transport Plan produced by Worcestershire County Council sets out the strategy and priorities for transport provision. The current LTP identifies accessibility, congestion, economic regeneration and the environment, particularly air quality, as being the main transport issues relating to Bromsgrove.
- 6.62 As Bromsgrove is a largely rural District the private car remains the main travel mode. However, the continuing and increasing use of the private car is harmful to the environment in terms of impact on air quality and carbon emissions. Therefore public transport needs to be a convenient and efficient alternative to the private car in order to encourage more people to use it. There are currently a number of bus services operating within the District which mainly serve the main urban areas as well as linking to neighbouring settlements such as Birmingham, Worcester and Kidderminster. Many rural areas are poorly served with unreliable and infrequent bus services.

- 6.63 Bromsgrove District Council will therefore work towards reducing the need to travel by car and assist in delivering a sustainable transport network covering the extent of the District, on both east/ west and north/ south axes. As a means to assist those who don't have direct access to a private car, Bromsgrove District Council will investigate means to provide residents with easier access to local public services, for instance by developing community transport.
- 6.64 Encouraging more rail travel is an effective way of reducing car journeys. The availability of car parking and cycling facilities at railway stations is important to encourage more people to switch from car to rail for at least part of their journey. Cyclepaths, footpaths, and bus connections to stations can make an effective contribution to enabling people to move through and around the District.
- 6.65 Bromsgrove District Council will continue to work with Worcestershire County Council Transport Section and rail industry partners to secure a new and improved Bromsgrove Railway Station. The station will provide adequate car parking and cycle facilities and effective sustainable connections with Bromsgrove Town Centre including for instance bus connections and promotion of Sustrans National Cycle Route 5.

6.66

New developments will be assessed against the following criteria so as to ensure that there is a reduction in the need to travel and, where travel is necessary, an increase in the use of sustainable transport modes;

- a) Developments which generate significant travel demands must include transport assessments (being fully informed by Guidance on Transport Assessments (GTA) to ensure compliant travel plans) and should be located adjacent to existing or proposed public transport links;
- b) In determining the location of developments which generate significant commercial movements a detailed assessment of alternative locations should be undertaken with a view to determining the optimum location in terms of sustainability;
- c) To support increased public transport usage only essential car parking will be allowed at new developments close to public transport interchanges;
- d) All new developments should be accessible by safe and sustainable modes of transport including walking and cycling;
- e) All major developments should incorporate proposals to increase the scope for walking and cycling in a safe environment.

**6.67 CP11) Open Space and Recreation**

- 6.68 The provision of open space, sport and recreation facilities contribute to the achievement of wider governmental objectives such as social and community cohesion, urban renaissance and promoting a healthy

and enjoyable life. The strategic contribution that open space makes to the wider environment is therefore recognised as follows:

- Defining the local landscape character and softening the urban environment
- Providing an appropriate context and setting for built environment and infrastructure
- Emphasising the presence of particular natural features such as river valleys
- Supporting and linking habitats and local wildlife
- Combating climate change and flood risk

- 6.69 In accordance with the requirements set out in with Planning Policy Guidance Note 17, Planning for Open Space, Sport and Recreation (PPG17), on behalf of Bromsgrove District Council, PMP consultants have recently carried out an open space, recreation and sport local needs assessment and playing pitch strategy across the District.
- 6.70 The Open Space, Sport and Recreation study has looked into the current quantity, quality and accessibility of different types of open space, sport and recreation areas and based on the population forecast of the district in 2026, it identified that apart from play areas for children, the district as a whole will have a general deficiency on 1) parks and gardens, 2) natural and semi-natural green spaces, 3) amenity green space, 4) play areas for young people, 5) outdoor sports facilities, and 6) allotments.
- 6.71 Given that cemeteries and churchyards exist where there is a church, the only form of provision standard which will be required is a qualitative one. In relation to green corridors, the need for them arises from the need to promote environmentally sustainable forms of transport, so there is no sustainable way of stating a provision standard. The primary purposes of civic spaces is the provision of a setting for civic buildings, public demonstrations and community events, and it is therefore not realistic to set a quantity standard for it.
- 6.72 In terms of quality, the open space, sport and recreation areas are given an average score or rated in accordance to the security and safety, cleanliness and maintenance, vegetation and ancillary accommodation. Quality ratings from most areas reflect that cleanliness and maintenance is a key component that residents want to see in their open space, sport and recreation areas.
- 6.73 In terms of accessibility, depends on the nature of the open space, sport and recreation areas, residents generally expect to get to the areas within 10-15 minutes by car/ sustainable transport/ on foot.
- 6.74 Due to the important role of open space and recreation areas, the Local Development Framework will require the retention and enhancement of all public and privately owned open space of recreational and/or amenity value including allotments, cemeteries &



churchyards and green corridors. Provision will be required on new developments in accordance with standards recommended in the Open Space, Sport and Recreation Study. Development of existing recreational land and/or buildings and open space will not be supported unless it is no longer required or development secures satisfactory replacement or an improvement of provision.

6.75

The improvement of the health and well-being of the residents, visitors and workers in the district will depend on the needs of the local area and the proposal. All proposals in the district are required to:

- a) Contribute quantitatively and/ or qualitatively to the existing open space, sports and recreation areas in accordance to the local standards.
- b) Provide green corridors to link neighbourhoods with open spaces and open spaces with wildlife such that the green corridors can become informal recreational space and alternate means of transport routes.
- c) Contribute towards future management and maintenance of the open space, sports and recreation areas.

There will be a presumption against any development that involves the loss of open space, sports and recreation areas except where it can be demonstrated that there is currently an excess of provision and facilities could be delivered in areas where deficiency occurs, or where alternative facilities of equal or better quality will be provided as part of the development.

#### **6.76 D) Meeting the Needs of the Community**

6.77 One of the most basic human needs is a requirement for shelter. Everyone deserves the opportunity to live in a decent home, however high prices in the district have made homeownership unattainable for many. This has placed greater emphasis on the delivery of affordable homes to cater for those whose needs are not met by the private sector. There is an obligation to deliver a variety of homes in terms of size, tenure and type of accommodation which caters for the needs of the whole community such as families, older people, disabled people, Gypsies and Travellers, Black and Ethnic Minority groups and occupational groups.

6.78 Local centres such as Hagley, Wythall and Barnt Green can play a crucial role in people lives. Access to local health, educational and retail facilities help to maintain the vitality and viability of the smaller centres. They have the ability to maintain a level of community spirit and help to prevent social exclusion.

#### **6.79 CP12) Type, Size and Tenure of Housing**

6.80 Proposals for housing must take account of local housing needs in terms of size, type and tenure of dwellings. These needs will include

appropriate provision for all sectors of the community for example including the needs of elderly people and also the particular needs of gypsies and travellers.

- 6.81 National and regional guidance seeks to ensure that a mix of different housing types is achieved across the plan area to meet the needs of the community. Household needs within Bromsgrove District are varied and include singles, couples, families, young and the elderly. There are also various households with special needs including those with physical disabilities, learning difficulties, mental health problems and sensory disabilities. Other household needs include various vulnerable groups requiring supported accommodation, black or minority ethnic groups, and travelling populations. Household sizes to address these needs range from 1-bed to 4/5-bed properties, and the types and style of accommodation will include a diverse mix of flats, houses and bungalows.
- 6.82 However a recent Housing Market Assessment identified that Bromsgrove will have a projected growth of 7300 households by 2026. In line with national trends Bromsgrove has an ageing population and the majority of this growth is predicted to be in middle aged (975) and pensioner households (4,800). There is also a requirement for an additional 1575 households for those aged over 85 and 150 households for younger households (aged under 29). On this basis the table below identifies that the greatest demand is predicted to be for 2 bedroom properties, many of which will need to be suitable for people of retirement age.

<i>2 bed properties</i>	<i>3 bed house</i>	<i>2 bed older persons housing</i>	<i>Housing with care for older people</i>
+850	+125	+4,800	+1,575

Figure 1: Number of properties required by bed size and type matched to household growth (HMA, 2008)

- 6.83 Bromsgrove has an over supply of large 4 and 5 bedroom homes and redress this balance there needs to be a dramatic change in building patterns across the district to provide alternatives to the increasing pensioner population who live in family homes.
- 6.84 There will also need to be a mix of tenures including market housing units for sale, low cost market housing, and affordable rented and shared ownership housing units for those households in some form of housing need. Approximately only 14.5% of dwellings in the district are social rented meaning that demand currently outstrips supply.
- 6.85 Land is a finite resource and in a district within limited potential for brownfield redevelopment it is crucial to minimise the use of Greenfield sites. It is therefore essential that the level of development on sites is maximised without compromising the quality of housing development.

Inline with PPS3 the council will seek minimum housing densities of 30 dwellings per hectare. Higher densities will be sought in locations close to the town centre and areas accessible by a range of means of transport where the character of the area is not compromised. Settlements such as Barnt Green are generally quite low density and characterised by large dwellings set within large plots. In areas such as this lower densities will be required to maintain the distinct character and appearance of settlements.

6.86

Proposals for housing must take account of local housing needs in terms of size, type and tenure of dwellings. To ensure mixed and vibrant communities are created there will need to be a focus on delivering the following housing types:

- i) 2 bed general needs properties
- ii) 2 bed properties for people of retirement age
- iii) properties suitable for the older elderly
- iv) 3 bed houses

To maximise levels of development on sites the following densities will be expected:

- a) A minimum of 30 dwellings per hectare across the district
- b) Higher densities in Bromsgrove Town Centre and other settlement centres where sites are readily accessible by public transport

Please note that the density of a development should not compromise the quality of a development or impact adversely on the character of the surrounding area. In areas such as Barnt Green lower densities may be more appropriate to maintain the character and appearance of the area.

### **6.87 CP13) Accommodation for Gypsies, Travellers & Showpeople**

6.88 The recent Gypsy and Travellers Accommodation Assessment has identified that no additional pitches are required in the Bromsgrove District in the 5 year period between 2008 and 2013. If circumstances change or a greater demand is identified after 2013, 4 additional pitches can be potentially be accommodated at the existing Wythall site. Space for the additional pitches would come from converting the transit site which has not been used for 17years.

6.89

If this is insufficient additional sites to cater for both Redditch and/or Bromsgrove needs will be assessed using the following criteria:

- a) Safe and convenient vehicular and pedestrian access to the site should be provided.
- b) The site must be large enough to provide for adequate on site facilities for parking, storage, play and residential amenity.

- c) The site should be well located on the highway network and have good access to public transport facilities
- d) Safe and convenient access to schools and local facilities via public transport where possible
- e) The site should not be detrimental to amenities of adjacent occupiers.
- f) Adequate levels of privacy and residential amenity for occupiers should be provided.

**6.90 CP14) The Scale of New Housing**

6.91 The Local Development Framework will manage the release of housing land to ensure that the housing requirements for the District as identified in the West Midlands Regional Spatial Strategy are met. The RSS Phase 2 Revision identifies a need for an additional 2100 dwellings to be provided in the District up to 2026. A trajectory of how this level of growth can be delivered throughout the plan period is shown in Appendix A. Housing targets within the RSS revision are currently subject to further examination and are likely to be revised. Appendix B illustrates delivery of the RSS Preferred Option figures across the plan period.

6.92 The Longbridge Area Action Plan (AAP) identifies that 750 homes will be delivered on the Longbridge site. These dwellings have been identified for the housing needs of Birmingham and will therefore not contribute to the target set within the emerging RSS for Bromsgrove's housing needs.

6.93

In allocating sites for housing or considering applications for residential development regard will be had to the following;

- a) Accessibility to public transport options;
- b) Proximity to employment opportunities;
- c) The capacity of health, education and other public services to accommodate growth;
- d) The capacity of the road network to accommodate increased traffic;
- e) Provision of a mix of housing of different sizes and tenures including affordable and retirement accommodation to meet identified local needs;
- f) The availability of previously developed sites;
- g) Impact on the character of an area. The quality of the natural environment and any potential impact on biodiversity

The Council Strategic Housing Land Availability identifies significant amounts of suitable and available land that can deliver considerably more housing than what is required within the Preferred Option of the RSS. Given the likely oversupply of sites to provide flexibility and mindful of the need that housing delivery should be supported by adequate infrastructure, the Council will consider whether granting of

permission on sites that are not identified as part of the housing supply would undermine the objectives of this Plan.

Where windfall sites come forward for development, the Council's preferred approach is to test these sites against the Plan objectives and the benefits they can deliver, the extent to which they would result in sustainable development and their impacts on the adjoining community.

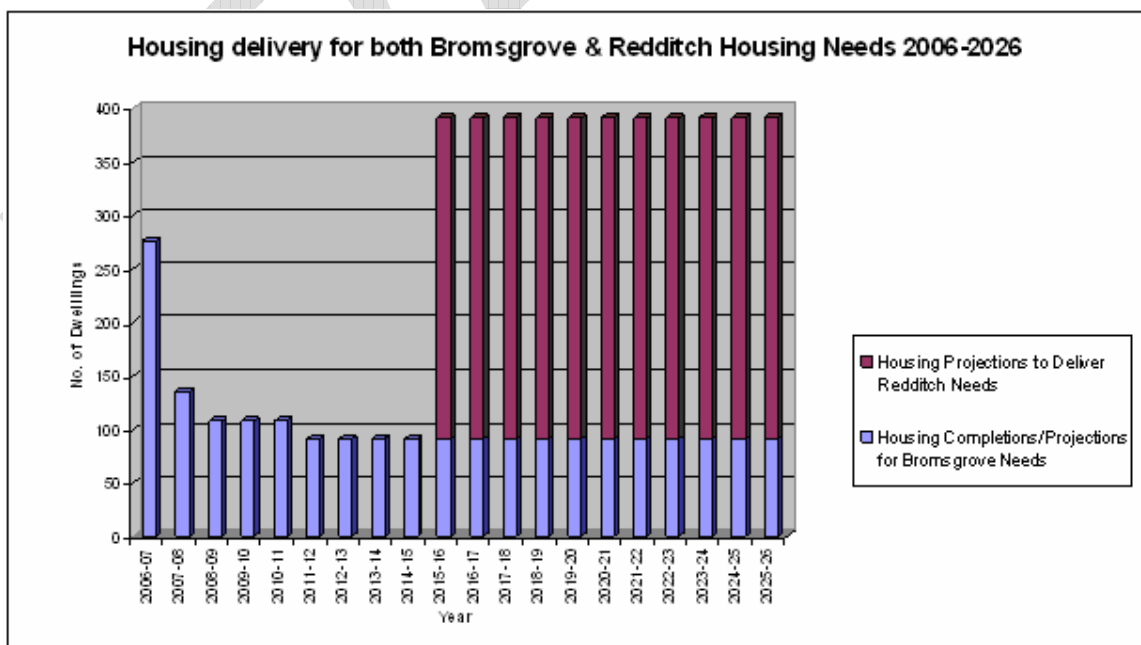
They will also be carefully assessed in terms of the demand arising from the development for transport infrastructure, water supply or waste water treatment. In the case of small sites, potential cumulative increases will be a relevant consideration.

A minimum of 700 new homes will be provided on the East works site to be delivered via the Longbridge Area Action Plan.

#### **6.94 CP15) Cross Boundary Growth**

- 6.95 Policy CF3 'Level and Distribution of New Housing Development' of the RSS Phase Two Revision identifies Redditch as a Settlement of Significant Development (SSD) and proposes the need for 6,600 dwellings for the period 2006 to 2026. Since Redditch does not physically have the capacity to accommodate such growth within its boundaries, the adjoining districts of Stratford-on-Avon and Bromsgrove have been identified as suitable locations where this deficit will be allocated. It is estimated that Redditch Borough will accommodate 3,300 of the total figure, and the remaining two districts will therefore be responsible for identifying locations for growth of approximately 3,300 dwellings adjacent to the borders of Redditch. The same concept applies to the provision of employment land, whereby Policy PA6A 'Employment Land Provision' (Table 4) of the RSS allocates Redditch Borough a five year reservoir of 17ha, with a total of 8ha to be provided by the neighbouring districts of Stratford-on-Avon and Bromsgrove. In the longer term (up until 2026) Redditch must allocate a total of 51ha of employment land, of which 24ha will be provided by Stratford-on-Avon and Bromsgrove. These requirements are to be treated as additional to the individual growth targets for each District.
- 6.96 To inform the distribution and location of this cross boundary growth, two studies have been carried out. The first, considered the potential of the urban area of Redditch to accommodate housing and employment growth to 2026; the level of additional peripheral growth required to meet the housing and employment requirements; and the implications for accommodating the peripheral growth.

- 6.97 The second study considers in more detail how best to distribute the required growth scenarios to Redditch’s existing urban area including land within Bromsgrove and Stratford-on-Avon Districts.
- 6.98 The study into ‘The future growth implications of Redditch’, second stage report has concluded that there are more sustainable locations outside of the Borough than the three previously designated ADRs of Redditch – the A435 corridor, Brockhill and Webheath. Redditch Borough is therefore not able to meet the 3,300 dwellings required by the WMRSS within its own boundaries. Redditch Borough is able to accommodate 2,243 within its own administrative boundaries leaving 4,357 to be accommodated in Bromsgrove and/or Stratford-on-Avon Districts.
- 6.99 It is anticipated that these cross boundary requirements and how they will be split between Bromsgrove and Stratford-on-Avon Districts will be decided through the Examination in Public process of the WMRSS Phase Two Revision.
- 6.100 Figure 1 below identifies when the growth in terms of housing for both Redditch and Bromsgrove needs will be delivered over the plan period. It is intended that the Redditch needs will be distributed in the later half of the plan period allowing Redditch to deliver housing in their district first.
- 6.101



**Figure 1:** Delivery of RSS Preferred Option Figures across plan period

6.102

Bromsgrove District will seek to accommodate the following cross boundary requirements in conjunction with Stratford-on-Avon District



Council to meet the housing and employment land provision for Redditch Borough:

- Between Approximately 3,300 and 4350 dwellings in Bromsgrove and/or Stratford-on-Avon Districts adjacent to Redditch Town.
- 8ha rolling five year reservoir employment land provision in Bromsgrove and/or Stratford-on-Avon Districts adjacent Redditch Town.
- 24ha indicative long-term requirement employment land provision in Bromsgrove and/or Stratford Districts adjacent to Redditch Town.

**6.103 Please Note:**

6.104 Whilst this draft Core Strategy is in compliance with the emerging RSS Phase 2 Revision, it is important to note that Bromsgrove District Council has raised an objection to the emerging RSS. At a meeting on 13th December 2007 the LDF Working Party considered a report on the latest position regarding the revised Regional Spatial Strategy (RSS). The report also detailed the consultation exercise being undertaken and the process by which representations to the submitted version of the RSS could be made.

6.105 Members of the Working Party recommended the following:

- (a) That objections to the RSS be submitted in respect of the level of housing allocated to Bromsgrove and to the level of Redditch related housing and employment growth to be provided within Bromsgrove and/or Stratford in locations adjacent to Redditch town, when alternative more strategically viable sites within the district are available.
- (b) that the Portfolio Holder for Planning be requested to write to the appropriate Officers at the Government Office for the West Midlands and the West Midlands Regional Assembly together with the local MP, expressing concern over the decision making process at the Regional Planning Partnership on 22nd October 2007.

**6.106 NEW ISSUE**

6.107 6.75 The RSS Phase 2 Revision Preferred Option was submitted to the Secretary of State in December 2007. In January 2008, Baroness Andrews, (Parliamentary Under-Secretary of State), asked the Government Office for the West Midlands to commission further work to look at options which could deliver higher housing numbers across the region.

6.108 Consultants Nathaniel Lichfield were duly appointed to carry out this study, which was completed on 7th October, 2008.

6.109 This study forms part of the evidence base for the RSS Phase 2 Revision Preferred Option, to be fully explored at Examination in Public, which is scheduled for Spring 2009.



6.110 This study considers how the housing supply range for the West Midlands identified by the National Housing and Planning Advice Unit Report (NHPAU) could be delivered in the West Midlands. It considers a range of options and presents three potential growth scenarios proposing between 417,000 and 445,600 housing units up to 2026, representing between 51,500 and 80,000 higher than figures contained in the West Midlands Regional Spatial Strategy Phase 2 Revision.

6.111 The implications for Bromsgrove are as set out in the table below;

RSS Phase 2 revision preferred option (Net 2006 – 2026)	Scenario 1: South East Focus		Scenario 2: Spreading Growth		Scenario 3: Maximising Growth	
	Potential Increase	Total Housing allocation for RSS	Potential Increase	Total Housing allocation for RSS	Potential Increase	Total Housing allocation for RSS
2100	5000	7100	5000	7100	7500	9600

6.112 Furthermore, it is envisaged that this additional growth would be extensions to either Redditch, Birmingham or both. This means that the additional housing would be for the needs of Birmingham and/or Redditch and not Bromsgrove. The precise locations of these proposed extensions are at present unclear but development would need to be adjacent to the boundary of Birmingham and/or Redditch.

Your views are therefore welcomed on this new issue.

**6.113 CP16) Affordable Housing**

6.114 Bromsgrove has some of the highest average house prices in the South Housing Market Area and therefore there is significant unmet demand for affordable housing. The South Housing Market Area Assessment identified there is an annual need for subsidised housing (social rented and Shared ownership) of 366 dwellings. Currently new supply is expected to be approximately 80 affordable homes per annum up to 2011. This would result in an annual un-met need of 286 dwellings and thus cumulatively the problem is only likely to get worse. The preferred option document of the Phase 2 Revision of the RSS allocates just 105 new dwellings per annum, therefore even if every new dwelling was affordable there would still a significant annual un-met demand.

6.115 The Council together with other partners will seek to increase the annual provision of affordable housing to reduce the level of un-met

annual need. It will endeavour to do so through the creation of mixed communities where a range of housing types and tenures is available.

6.116

<p>Proposals for affordable housing will be considered against the following criteria:</p> <p>a) Affordable housing should contribute towards or match the needs identified through housing surveys;</p>
<p>b) Affordable housing will be provided in Bromsgrove Town on all large sites with a capacity in excess of 10 dwellings or 0.4ha;</p> <p>c) On all housing sites in the urban areas of Alvechurch, Barnt Green, Bromsgrove</p> <p>d) (including Lickey End) Catshill (including Marlbrook), Grimes Hill, Drakes Cross</p> <p>e) and Hollywood, Hagley and Rubery, a proportion of affordable housing will be sought on all sites equal to or over 0.4 hectares or 10 dwellings.</p> <p>f) For settlements where the population is 3000 or less the threshold will be reduced to 5 dwellings or all sites equal to or over 0.2 hectares.</p> <p>g) On both rural and urban sites the minimum target that 50% of all new dwellings are affordable units will apply.</p> <p>h) Exceptionally, affordable housing will be allowed in or on the edge of settlements in the Green Belt where a proven local need has been established through a comprehensive and recent survey and where the choice of site meets relevant planning criteria;</p> <p>i) Where proposals accord with detailed guidance contained in the Affordable Housing SPD produced as part of the Local Development Framework.</p>

### **6.117 CP17) Sustainable Communities**

6.118 The regional Spatial Strategy recognises the importance of access to services to the quality of life particularly for those who live in rural areas. The need to protect and retain services is crucial and the RSS seeks to encourage a coordinated approach between local authorities and other service providers to ensure good quality services in rural areas.

6.119 The Countryside Agency's Rural Services Survey in 2000 showed that the West Midlands Region has a higher proportion of rural parishes without essential services than England as a whole.

6.120 The LDF has a role to play in influencing the location of services but the planning system cannot provide all the answers when it comes to service provision, quality and cost. It should aim to provide a framework to influence the location and retention of services, while the Council works with various partners to ensure their delivery.

- 6.121 Due to the size of the District and the geographical spread of settlements, means that, for some, this means longer travel distances to access basic services. The situation is exacerbated by the lack of full public transport coverage of the District.
- 6.122 Therefore, proposals for development should secure an improved balance between housing, employment and community facilities in settlements and new development should not result in the loss of essential services.
- 6.123 Development often has an impact on service provision and requires new infrastructure to be provided. It is therefore considered reasonable that developers contribute towards schemes that are designed to mitigate these impacts.
- 6.124 The principle of securing developer contributions towards infrastructure, to mitigate against the impact of development is a well established process. The conventional approach towards securing such contributions in the past has been based on negotiations. The Government have introduced provisions within the Planning Bill to establish a Community Infrastructure Levy (CIL) which is not likely to become operational before Spring 2009. It is envisaged a standard charge would be levied on all new development.
- 6.125 Adequate infrastructure should exist or be provided to support new development at the time of construction with an emphasis on public transport and green travel.

6.126

It is expected that existing local services and community facilities will be retained unless it can be demonstrated that:

- a) There is no realistic prospect of the use continuing for commercial and/or operational reasons
- b) The service or facility can be provided effectively in an alternative manner or on a different site
- c) The site has been actively marketed for a reasonable period or made available for a similar or alternative type of service or facility that would benefit the local community
- d) There are overriding environmental benefits in ceasing use of the site.

The form of local service provision will take into account the impact of the proposal, the nature of the settlement and the needs of the community.

Development proposals will be required to provide or contribute to the provision of facilities, infrastructure and services and other forms of environmental and social requirements that are necessary to make a scheme acceptable in planning terms. All forms of development should achieve a net benefit to the local community taking account of its needs

and aspirations. The nature and scale of any planning requirements will be related to the type of development and its potential impact on the area.

DRAFT

## **7 Implementation and Monitoring**

- 7.1 The preparation of any plan should not be seen in isolation and as a once and for all activity. It is vital that the plan is checked to see if it is being implemented correctly, to make an assessment of outcomes and to check if these outcomes remain as intended and are still relevant. The Core Strategy will ultimately be one of several policy documents where changes will be needed to ensure local policy remains consistent with national and regional changes.
- 7.2 The new planning system places greater emphasis on the importance of continual plan review. In order to make the planning system more responsive to changing circumstances, components of the LDF have been separated so that each document can be reviewed and updated independently.
- 7.3 A key component of this process is the Annual Monitoring Review (AMR). This is submitted to Government at the end of December every year and reflects activity in the previous financial year. It looks at how policies are working in practice; how policies are being implemented; how plans affect socio-economic indicators and how the work programme is progressing.
- 7.4 Therefore in order to deliver the LDF it is important that a clear and concise monitoring framework is developed, which it is acknowledged is likely to evolve over time in order to be responsive to changing circumstances. This will provide guidance on who is responsible for implementing policies and proposals, by when and the resources that will be required. It is also recognised that the implementation of the LDF will be dependant upon the active participation, commitment and contribution from relevant stakeholders representing varying backgrounds and sectors.
- 7.5 Work has progressed, sometimes at a sub-regional level, to analyse and plan for future changes in the District. This has involved gathering baseline data to realistically plan and cater for the future needs of the District and involved undertaking discussions with service providers, other Local Planning Authorities and government agencies. Such joint working at this sub-regional level ensures that administrative boundaries do not obstruct strategic planning objectives and also that a consistent approach is maintained, thereby often ensuring that Regional objectives for growth are met.
- 7.6 Monitoring provides information on the performance of policy, the delivery of development and impacts on the environment. It is therefore important that the plan can be easily monitored and that this process is aligned with the way we assess the sustainability of the Plan. We are therefore intending to use the key indicators from the Sustainability Appraisal process to form the basis of monitoring.

- 7.7 The Implementation of the policies contained in the Core Strategy will require concerted action by a range of public, private and voluntary sector bodies working in partnership. The Council has neither the powers nor the resources to implement the Core Strategy alone. The document's role is to provide a clear and robust framework for development in order that investment and action can be co-ordinated and geared to efficient and effective delivery.
- 7.8 The support of the private sector, whether as an agency for development or in the provision of services in the local community, will be important and the Council will look to maintain close engagement with them in the coming years, through the forum of the Local Strategic Partnership. Central to this approach is the need to ensure the involvement of the wider community, whether those who live, or work here. The city council will continue to engage the local community seeking to build on their capacity to engage and influence change to ensure the new plans deliver sustainable development and reflect the kind of city residents want to live in.
- 7.9 A number of Core Policies will also depend on the production of other documents as part of the Local Development Framework. Key documents will include a Sites Allocation Development Plans Document, Area Action Plans for Bromsgrove Town Centre and Longbridge and Supplementary Planning Documents.
- 7.10 An implementation plan has been developed to show clearly and concisely how and when policies will be delivered. Any possible risks have also been identified to provide a realistic analysis of what major constraints may limit progress. This enables the Council opportunity to consider how any risks could be dealt with or minimised at this early stage.

## Summary Implementation Plan

Policy	Responsible Bodies	Delivery Mechanisms	Delivery Funding	Land Use and Planning Issues	Phasing and Timetable	Risk Assessment
CP1 – Climate Change	Applicants/ Planning Authority/ Building Control WCC, Bus companies, Private individuals	Planning Applications/ joint working	Private Sector	Requires creative and integrated approach to delivering greener developments	From adoption of Core Strategy to 2026	Potential for additional costs to make developments less viable. Possible time lag in adoption/ acceptance of innovative design approaches
CP2 – Distribution of Housing Growth	Applicants/ Planning Authority	Planning Applications & Allocations DPD	Private Sector RSL	Requires up to date SHLAA and detailed evidence to back up allocation of sites	From adoption of Core Strategy to 2026	Downturn in market may hamper delivery on housing sites
CP3 – Rural Renaissance	Applicants/ Planning Authority/ Tourism industry	Planning Applications	Private Sector RSL	Requires careful interpretation of Green Belt policy against benefits of improving the vitality and viability of village life.	From adoption of Core Strategy to 2026	Downturn in the economy may limit short term opportunities
CP4 – Promoting High Quality Design	Applicants/ Planning Authority/ CABE	Planning Applications SPD	Private Sector	Requires innovative thinking and an integrated approach to deliver high quality design on schemes.	From adoption of Core Strategy to 2026	Difficulty in delivering high quality design on smaller more constrained sites.
CP5 – Managing natural assets	Applicants/ Planning Authority/ WCC, Worcs Wildlife Trust/ Herefordshire & Worcs Earth Heritage Trust	Planning Applications	Private Sector/ Public Sector	Requires detailed consultation with consultees during development control process	From adoption of Core Strategy to 2026	Limited resources of organisations to enable continued detailed involvement



<b>Policy</b>	<b>Responsible Bodies</b>	<b>Delivery Mechanisms</b>	<b>Delivery Funding</b>	<b>Land Use and Planning Issues</b>	<b>Phasing and Timetable</b>	<b>Risk Assessment</b>
CP6 Managing Man-made Assets	Applicants/ Planning Authority/ English Heritage	Planning Applications & Internal work by Conservation Officers/joint working	Private Sector/ Public Sector	Requires detailed consultation with consultees during development control process	From adoption of Core Strategy to 2026	Limited resources
CP7 – Water Management & Flood Protection	Planning Authority/ Applicants/ Environment Agency/ Severn Trent/ South Staffordshire Water/ Building Control/private individuals	Planning Applications	Private Sector/ Utilities/ Environment Agency	Detailed analysis and consultation required before allocation or approval of sites for development	From adoption of Core Strategy to 2026	Financial constraints in current economic climate may limit feasibility of innovative approaches
CP8 – Distribution of New Employment Development	Applicants/ Planning Authority/ Economic Development Team/Learning Skills Council/ WCC	Planning Applications Longbridge AAP Town Centre AAP	Private Sector/ AWM/ Public Sector	Requires an integrated approach and a continued focus on high technology industries and in some cases the use of master plans	From adoption of Longbridge AAP	Downturn in the economy and the low take-up of high technology space. Integration of skills and development requires detailed and time consuming coordination/organisation
CP9 – Retail & Town Centre Regeneration	Applicants/ Planning Authority/ retail sector, development industry, PCT, West Mercia Police	Planning Applications Town Centre AAP S106 Agreements	Private Sector/ Public Sector	Requires holistic approach to regeneration with continued public involvement	From adoption of Core Strategy to 2026	Difficulty in attracting investment in current economic climate
CP10 – Sustainable Transport	Applicants/ Planning Authority/ Network Rail/ WCC	Planning Applications Town Centre AAP S106 Agreements Community Transport Initiative	Private Sector/ Network Rail/ Public Sector/ London & Midland/ AWM	Needs highly co-ordinated approach with appropriate infrastructure provided at the right time to serve new developments	From adoption of Core Strategy to 2026	Poor patronage of Public transport and difficulty in securing adequate funding.

<b>Policy</b>	<b>Responsible Bodies</b>	<b>Delivery Mechanisms</b>	<b>Delivery Funding</b>	<b>Land Use and Planning Issues</b>	<b>Phasing and Timetable</b>	<b>Risk Assessment</b>
CP11 – Open Space & Recreation	Applicants/ Planning Authority/ Sport England/ WCC	Planning Applications S106 Agreements SPD	Private Sector/Public sector	Requires detailed consideration of key issues treating each application on its own merits	From adoption of Core Strategy to 2026	Lack of sufficient resources and maintenance. Financial viability of schemes versus provision of open space
CP12 – Type, Size & Tenure of Housing	Applicants/ Planning Authority	Planning Applications S106 Agreements Needs Assessment	Private Sector RSL	Requires co-ordinated and integrated approach to deliver suitable housing that meets local needs	From adoption of Core Strategy to 2026	Stagnation in market for private sector housing. Need for increased density versus local character
CP13 – Accommodation for Gypsies & Travellers	Applicants/ Planning Authority	Planning Applications	Private Sector	Requires proactive approach and delicate management of a sensitive issues	From adoption of Core Strategy to 2026	Uncertainty over the level of demand due to the transient characteristics of this group
CP14 – The Scale of New Housing	Applicants/ Planning Authority/ service providers/ WCC	Planning Applications Allocations DPD	Private Sector RSL	Requires co-ordinated approach and careful phasing of sites to meet RSS targets	From adoption of Core Strategy to 2026	Stagnation in market for private sector housing
CP15 – Cross Boundary Growth	Applicants/ Planning Authority/ Redditch BC/ Stratford DC/ service providers	Planning Applications	Private Sector RSL	Requires co-ordinated approach and careful phasing of sites to meet RSS targets	Redditch growth to be delivered in later half of plan period	Downturn in economy may hamper delivery on sites. Outcome dependent on RSS consultation and Examination in Public. Anticipated resistance to alteration of green belt boundaries

<b>Policy</b>	<b>Responsible Bodies</b>	<b>Delivery Mechanisms</b>	<b>Delivery Funding</b>	<b>Land Use and Planning Issues</b>	<b>Phasing and Timetable</b>	<b>Risk Assessment</b>
CP16 – Affordable Housing	Applicants/ Planning Authority	Planning Applications S106 Agreements	Private Sector RSL	Requires careful negotiation and implementation to maximise levels of affordable housing	From adoption of Core Strategy	Stagnation in market for private sector housing may hamper delivery of affordable housing through S106 agreements
CP17 – Sustainable Communities	Applicants/ Planning Authority/ service providers/ development industry	Planning Applications S106 Agreements	Private Sector	Requires an integrated approach to ensure appropriate services are provided in settlements	From adoption of Core Strategy	Downturn in economy may have adverse impact on smaller businesses and make local facilities less viable and/or limit the levels of planning gain that may be achievable.

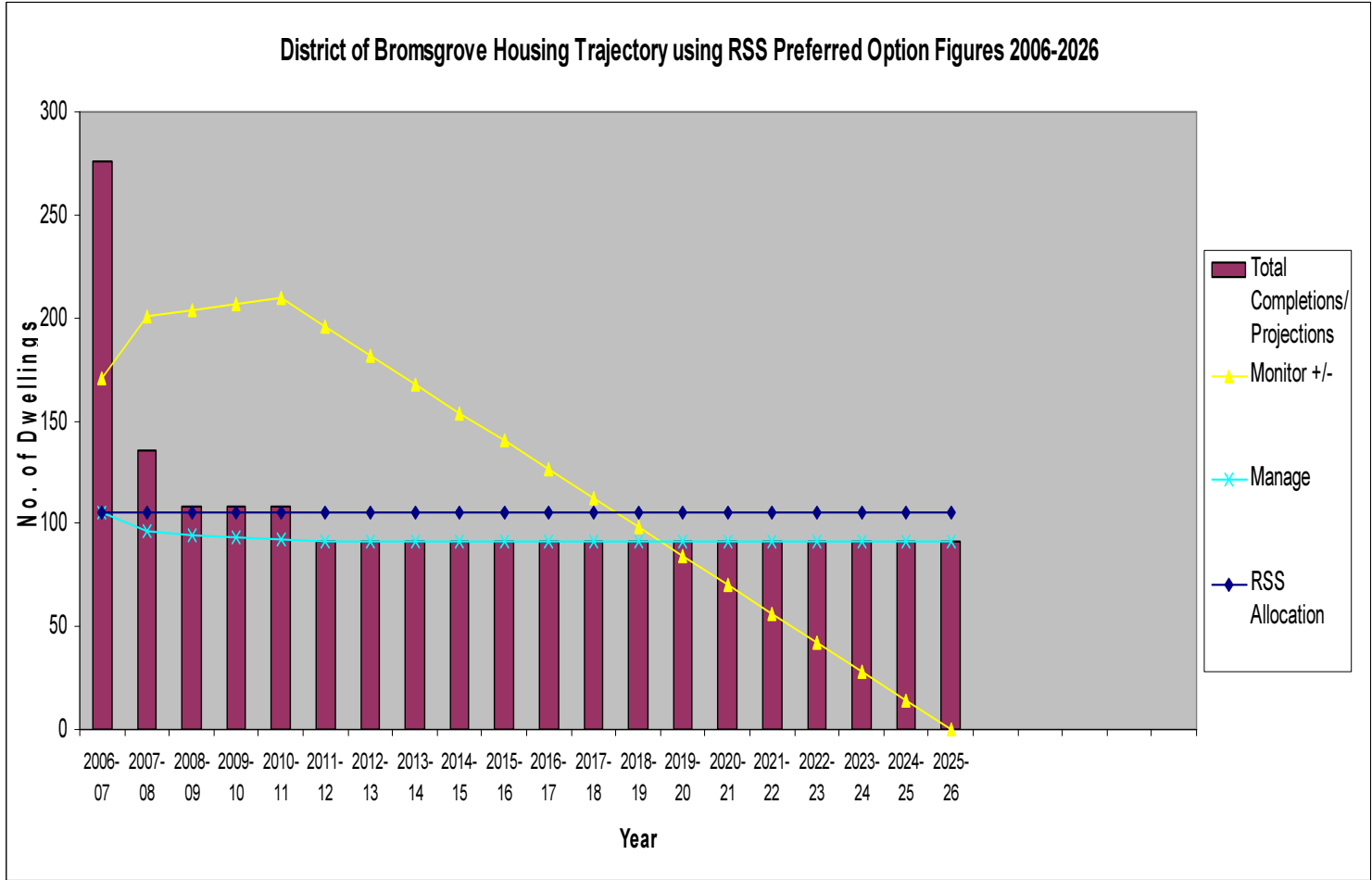
## CORE STRATEGY – PERFORMANCE INDICATORS

Core strategy policy	Target/indicator
CPI- Climate Change	Decrease in CO2 emissions Decrease in average electricity consumption per household/ year in line with Government targets % of new developments with energy efficient design Number of new developments with on-site renewable energy Number of bus and rail travellers % of people usual method of travel Number of trips made by public transport Proportion of new housing within 30 minutes by public transport from key facilities Proportion of development within 800 metres/13 minutes walk from hourly bus service Number of noise related complaints Vehicle flows through urban areas Number of new AQMA's declared % waste recycled per year Household waste collection % of rivers with fairly good or better biological and chemical water quality Number of new developments on flood plains Area of contaminated land Number of new trees planted and those lost Number of schemes incorporating water harvesting Number of new industries/companies developing new technology addressing climate change Number of new developments incorporating opportunities for recycling
CP2 -Distribution of New Housing	% of new development within Bromsgrove % of new development in the Green Belt % of new development within an ADR % of affordable housing provided which meets local needs
CP3- Rural regeneration	No of rural regeneration schemes underway
CP4- Promoting High Quality Design	Proportion of relevant schemes incorporating “secured by design” principles % of people to which fear of crime is an issue Number of recorded crimes Number of ASBO's
CP5- Managing Natural assets	% of total land use under landscape designation % of planning permissions granted in the Green Belt % of planning permissions affecting areas of recognised landscape value

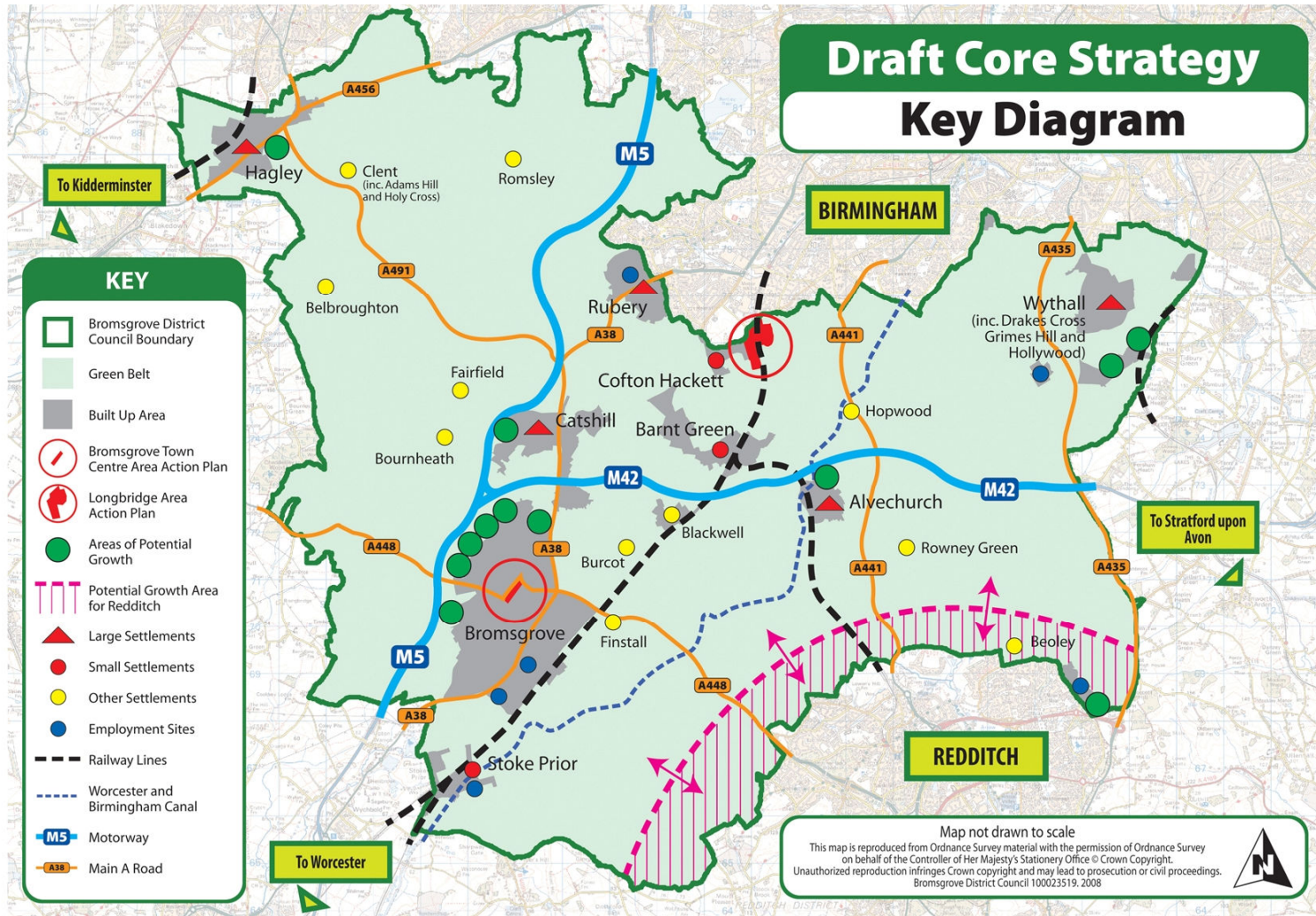
<b>Core strategy policy</b>	<b>Target/indicator</b>
CP6 Managing man made assets	<ul style="list-style-type: none"> <li>Total number of listed buildings</li> <li>No of listed buildings demolished</li> <li>No of listed buildings at risk</li> <li>Total number of scheduled ancient monuments</li> <li>No of planning applications for work on Listed buildings or in Conservation areas</li> <li>No of buildings on local list of architectural merit which have been lost</li> <li>No of visitors to heritage sites</li> <li>No of new conservation areas declared or extensions to existing ones</li> <li>Proportion of Conservation Areas with Character Assessments completed</li> </ul>
CP7- Water management and Flood Protection	<ul style="list-style-type: none"> <li>No of incidences of flooding</li> <li>No of new properties built in the flood plain</li> <li>No of new developments incorporating SUDS</li> <li>No of planning permissions granted contrary to advice of EA</li> </ul>
CP8-Distribution of new employment	<ul style="list-style-type: none"> <li>No of new technology companies locating within Bromsgrove Technology Park</li> <li>% of new employment within Bromsgrove Town</li> <li>% of new employment in other settlements</li> <li>% of school leavers attending Higher Education</li> <li>Proportion of population educated to degree level or higher</li> <li>16 year olds with no qualifications</li> <li>Access to primary schools and secondary schools</li> <li>% of unemployment</li> </ul>
CP9-Retail and Town Centre Regeneration	<ul style="list-style-type: none"> <li>Adoption of Town Centre AAP</li> <li>No of initiatives completed within TC AAP</li> <li>% of new retail, residential, leisure and commercial development within the Town centre</li> <li>Town Centre vacancy rates</li> </ul>
CP10-Sustainable Transport	<ul style="list-style-type: none"> <li>Number of bus and rail travellers</li> <li>% of people usual method of travel</li> <li>Number of trips made by public transport</li> <li>Proportion of new housing within 30 minutes by public transport from key facilities</li> <li>Proportion of development within 800 metres/13 minutes walk from hourly bus service</li> <li>% access to GP</li> <li>Life expectancy comparison statistics</li> <li>% of residents with limiting long term illness</li> <li>% of population describing their health as good</li> <li>Development of new Bromsgrove station</li> </ul>

<b>Core strategy policy</b>	<b>Target/indicator</b>
CP11- Open Space and recreation	No of parks and areas of recreation space Proportion of eligible open space maintained to “green flag” standard Proportion of residents satisfied with quantity and quality of open space and recreational facilities % of allotments lost to development % loss of recreational land and/or buildings lost to development
CP12 Type, size and tenure of housing	No of units completed for the elderly Average density of development achieved across the District
CP13 Accommodation for Gypsies and Travellers	Occupancy rates No of pitches provided in District for Districts needs No of pitches provided in District for cross boundary needs
CP14- The Scale of New Housing	Net additional dwellings for current years % of development on PDL
CP15 Cross boundary growth	No of dwellings completed % of green
CP16- Affordable housing	No. of affordable houses completed Proportion of affordable housing achieved by area/settlement No. of affordable housing schemes completed through exception schemes % of sites with 100% affordable housing
CP17- Sustainable Communities	Proportion of local facilities threatened, but closure avoided Access to key facilities, Post Office, GP, schools, Higher Education etc

**Appendix A: Housing Trajectory 2006-2026 (Based on RSS Preferred Option Figure)**







Appendix B

**Appendix C  
Core Policy Evidence Base - Summary**

Core Policy	PPSs/PPGs	Adopted RSS	RSS Phase 2 Revision	Other Sources
CP1) Climate Change	PPS1, PPS10 PPS22	QE1, QE3, EN1, EN2, M3, WD1, T1, T2, T3, T4, T5, CC1	SR1, SR2, SR3, SR4, QE1, QE3, EN1, EN2, M3 T1, T2, T3, T4, T5, W1	<ul style="list-style-type: none"> <li>• <a href="#">Energy White Paper: Meeting the Energy Challenge</a> by Department of Trade and Industry (DTi)</li> <li>• <a href="#">Draft Planning for Renewable Energy in Worcestershire</a> by Worcestershire County Council</li> <li>• <a href="#">Draft Planning for Climate Change in Worcestershire</a> by Worcestershire County Council</li> <li>• <a href="#">Heat Mapping and Decentralised Energy Study</a> by West Midlands Regional Observatory</li> <li>• Improving Infrastructure: Heat Mapping and Decentralised Energy Feasibility Study by Advantage West Midlands</li> <li>• <a href="#">Community Energy: Urban Planning for a Low Carbon Future</a> by Town and Country Planning Association and Combined Heat &amp; Power Association</li> <li>• Baseline data on CO2 emission</li> <li>• <a href="#">Building a Greener Future: Policy Statement</a> by Department of Communities and Local Government</li> <li>• Bromsgrove District Council Quality of Life Survey April 2008</li> </ul>
CP2) Distribution of Housing	PPS1, PPG2, PPS3, PPS6, PPS7	RR1, RR3, CF2, CF3, CF4, CF5, CF6,	RR1, RR3, CF2, CF3, CF4, CF5, CF6, CF8,	<ul style="list-style-type: none"> <li>• Strategic Housing Land Availability Assessment by Bromsgrove District Council</li> <li>• Housing Market Assessment by Housing Vision</li> </ul>

Core Policy	PPSs/PPGs	Adopted RSS	RSS Phase 2 Revision	Other Sources
			CF10	
CP3) Rural Renaissance	PPG2, PPS3, PPS7	RR1, RR2, RR3, RR4, CF7, CF8, CF10, QE5, T1, PA15	RR1, RR2, RR3, RR4, CF5, CF6, CF7, T1, QE5 PA15	<ul style="list-style-type: none"> <li>• Strategic Housing Land Availability Assessment by Bromsgrove District Council</li> <li>• Housing Market Assessment by Housing Vision</li> <li>• Bromsgrove District Council Quality of Life Survey April 2008</li> </ul>
CP4) Promoting High Quality Design	PPS1, PPS3, PPS6, PPS9, PPG16, PPS23, PPG24, PPS25	SR1, SR2, SR3, QE1, QE3, QE4, QE5, QE9 T2, T3	QE1, QE3, QE4, QE5, QE9, T2, T3	<ul style="list-style-type: none"> <li>• <a href="#">By Design: Urban Design in the Planning System - Towards Better Practice</a> by Department of the Environment, Transport and the Regions</li> <li>• <a href="#">Draft Planning for Water in Worcestershire</a> by Worcestershire County Council</li> <li>• <a href="#">Climate Change: Adaptation by Design</a> by Town and Country Planning Association</li> <li>• By Design CABE 2000</li> <li>• West Mercia Crime and Safety Survey Bromsgrove Results October 2007</li> <li>• Bromsgrove District Council Quality of Life Survey April 2008</li> <li>• Community Safety Local Delivery Plan 2008/2009</li> </ul>
CP5) Protecting Natural Assets	PPS9, PPG15, PPG16	QE1, QE4, QE5, QE6, QE7, QE8, QE9, T2, T3	QE1, QE4, QE5, QE6, QE7, QE8, QE9, T2, T3	<ul style="list-style-type: none"> <li>• <a href="#">Biodiversity Action Plan for Worcestershire</a> by Worcestershire Biodiversity Partnership</li> <li>• <a href="#">Draft Geodiversity Action Plan for Worcestershire</a> (Phase 1 and Phase 2) by Herefordshire &amp; Worcestershire Earth</li> </ul>

Core Policy	PPSs/PPGs	Adopted RSS	RSS Phase 2 Revision	Other Sources
				<ul style="list-style-type: none"> <li>Heritage Trust</li> <li>• <a href="#">Planning Policy Statement 26: Tackling Climate Change Through Planning</a> (Discussion Document) by Town and Country Planning Association</li> <li>• <a href="#">Landscape Character Assessment</a> by Worcestershire County Council</li> <li>• Bromsgrove Biodiversity Database supplied by Worcestershire Biological Record Centre</li> <li>• Worcestershire Countryside Access and Recreation Strategy</li> </ul>
CP6) Protecting Man-Made Assets	PPG15, PPG16	QE1, QE4, QE5, QE6, QE7, T2, T3	QE1, QE4, QE5, QE6, QE7, T2, T3	<ul style="list-style-type: none"> <li>• <a href="#">Biodiversity Action Plan for Worcestershire</a> by Worcestershire Biodiversity Partnership</li> <li>• <a href="#">Draft Geodiversity Action Plan for Worcestershire</a> (Phase 1 and Phase 2) by Herefordshire &amp; Worcestershire Earth Heritage Trust</li> <li>• <a href="#">Planning Policy Statement 26: Tackling Climate Change Through Planning</a> (Discussion Document) by Town and Country Planning Association</li> <li>• <a href="#">Landscape Character Assessment</a> by Worcestershire County Council</li> <li>• Bromsgrove Biodiversity Database supplied by Worcestershire Biological Record Centre</li> </ul>
CP7) Water Management and Flood Protection	PPS1, PPS25	QE9	SR1, QE9	<ul style="list-style-type: none"> <li>• <a href="#">Draft Planning for Water in Worcestershire</a> by Worcestershire County Council</li> <li>• <a href="#">Draft Planning for Climate Change in Worcestershire</a> by Worcestershire County Council</li> <li>• Bromsgrove District and Redditch Borough Water Cycle</li> </ul>

Core Policy	PPSs/PPGs	Adopted RSS	RSS Phase 2 Revision	Other Sources
				Study by Royal Haskoning <ul style="list-style-type: none"> <li>• Bromsgrove District and Redditch Borough Strategic Flood Risk Assessment by Royal Haskoning</li> </ul>
CP8) Distribution of New Employment	PPS1, PPS6, PPS7	RR1, PA1, PA3, PA4, PA5, PA6, PA6A, PA6B, PA14, PA15	RR1, PA1, PA3, PA4, PA5, PA6, PA6A, PA6B, PA14, PA15	<ul style="list-style-type: none"> <li>• Employment Land Review by Drivers Jonas</li> <li>• West Midlands Economic Strategy</li> </ul>
CP9) Retail and Town Centre Regeneration	PPS1, PPS3, PPS6, PPG13	UR3, UR4, RR1, RR3, RR4, CF2, PA1, PA12B, PA14, QE3, QE4, QE5, T1, T3, T7, T8	SR2, UR3, UR4, RR1, RR3, RR4, CF2, PA1, PA12B, PA14, QE3, QE4, QE5, T1, T3, T7, T8	<ul style="list-style-type: none"> <li>• Employment Land Review by Drivers Jonas</li> <li>• Bromsgrove Town Centre Study by CBRE</li> <li>• Bromsgrove District Council Quality of Life Survey April 2008</li> </ul>
CP10) Sustainable Transport	PPS1, PPS6, PPS7, PPG13	UR3, RR1, RR3, RR4, CF2, PA1, T1, T2, T3, T4, T5, T7, T8	SR1, SR2, SR4, UR3, RR1, RR3, RR4, CF2, PA1, QE2, T1, T2, T3, T4, T5, T7, T8	<ul style="list-style-type: none"> <li>• Worcestershire Local Transport Plan produced by Worcestershire County Council</li> <li>• Local Air Quality Management Action Plans</li> <li>• Bromsgrove District Council Quality of Life Survey April 2008</li> </ul>
CP11) Open Space and Recreation	PPS6, PPS7, PPG17	QE2, QE4	SR2, QE2, QE4	<ul style="list-style-type: none"> <li>• Open Space, Sport and Recreation Local Needs Survey by PMP Consultants</li> <li>• Bromsgrove District Council Quality of Life Survey April 2008</li> </ul>

Core Policy	PPSs/PPGs	Adopted RSS	RSS Phase 2 Revision	Other Sources
CP12) Type, Size and Tenure of Housing	PPS1, PPG2, PPS3, PPS6, PPS7	SR2, RR1, RR3, RR4, CF2, CF5, CF6, CF7, CF8	SR2, RR1, RR3, RR4, CF2, CF5, CF6, CF7, CF8	<ul style="list-style-type: none"> <li>Strategic Housing Land Availability Assessment by Bromsgrove District Council</li> <li>Housing Market Assessment by Housing Vision</li> </ul>
CP13) Accommodation for Gypsies, Travellers and Showpeople	PPS3	CF8, CF9	CF8, CF9	<ul style="list-style-type: none"> <li>Housing Market Assessment by Housing Vision</li> <li>A Gypsy and Traveller Accommodation Assessment for the South Housing Market Area</li> </ul>
CP14) Scale of Housing	PPS1, PPG2, PPS3, PPS6, PPS7	UR4, RR2, RR3, RR4, CF2, CF3, CF4, CF5, CF7, CF8, PA1, T2	UR4, RR2, RR3, RR4, CF2, CF3, CF5, CF7, CF8, PA1, T2	<ul style="list-style-type: none"> <li>Strategic Housing Land Availability Assessment by Bromsgrove District Council</li> <li>Housing Market Assessment by Housing Vision</li> </ul>
CP15) Cross Boundary Growth	PPS1, PPG2, PPS3, PPS7	UR2, UR4, CF2, CF3, CF4, CF5, CF6, CF10, PA1, PA6, PA6A, PA11	UR2, UR4, CF2, CF3, CF4, CF5, CF6, CF10, PA1, PA6, PA6A, PA11	<ul style="list-style-type: none"> <li>Strategic Housing Land Availability Assessment by Bromsgrove District Council</li> <li>Housing Market Assessment by Housing Vision</li> <li>Study into the Future Growth Implications for Redditch Stage 1 by White Young Green</li> <li>Study into the Future Growth Implications for Redditch Stage 2 by White Young Green</li> <li>Development of Options for West Midlands RSS in response to NHPAU Report by Nathaniel Lichfield</li> </ul>



Core Policy	PPSs/PPGs	Adopted RSS	RSS Phase 2 Revision	Other Sources
				Partners
CP16) Affordable Housing	PPS1, PPG2, PPS3, PPS7	RR1, RR2, RR3, CF2, CF7, CF8	SR2, RR1, RR2, RR3, CF2, CF7, CF8	<ul style="list-style-type: none"> <li>• Strategic Housing Land Availability Assessment by Bromsgrove District Council</li> <li>• Housing Market Assessment by Housing Vision</li> <li>• Bromsgrove District Council Quality of Life Survey April 2008</li> </ul>
CP17) Sustainable Communities	PPS1, PPS3, PPS7, PPG13	SR1,SR2, SR3, UR3, RR1, RR3, CF2, PA1, PA14	SR1,SR2, SR3, UR3, RR1, RR3, CF2, PA1, PA14	<ul style="list-style-type: none"> <li>• Housing Market Assessment by Housing Vision</li> <li>• Community Infrastructure Levy Guidance Notes by DCLG</li> <li>• The Countryside Agency's Rural Services Survey in 2000</li> <li>• Bromsgrove District Council Quality of Life Survey April 2008</li> </ul>

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