

# **Bromsgrove District Plan 2011-2030**

**(Proposed submission version)**

DRAFT

## Contents

## Page

1. Introduction and context
  - Background
  - Content
  - What has influenced this Plan?
  - Duty to Cooperate
  - The Local Enterprise Partnership
  - What happens next?
  - Can I still get involved?
2. District Profile:
  - Economic characteristics
  - Social characteristics
  - Environmental characteristics
3. Key Challenges
4. Vision
5. Strategic Objectives
6. Structure of Policies
7. Key Diagram
8. Policies:
  - Development Strategy**
    - BDP 1 Sustainable Development Principles
    - BDP 2 Settlement Hierarchy
    - BDP 3 Future Housing and Employment Development
    - BDP 4 Green Belt
    - BDP 5 A) Town Expansion Sites
    - 5 B) Other Development Sites
    - RCBD1 Redditch Cross Boundary Development
  - BDP 6 Infrastructure Contributions
  - No Place like Home**
    - BDP 7 Housing Mix and Density
    - BDP 8 Affordable Housing
    - BDP 9 Rural Exception Sites
    - BDP 10 Homes for the Elderly
    - BDP 11 Accommodation for Gypsies, Travellers and Showpeople
    - BDP 12 Sustainable Communities
  - Let's do Business**
    - BDP 13 New Employment Development
    - BDP 14 Designated Employment
    - BDP 15 Rural Renaissance
    - BDP 16 Sustainable Transport

**The One and Only Bromsgrove**

BDP 17 Town Centre Regeneration

BDP 18 Local Centres

BDP 19 High Quality Design

BDP 20 Managing the Historic Environment

BDP 21 Natural Environment

**Clean, Green and Healthy**

BDP 22 Climate Change

BDP 23 Water Management

BDP 24 Green Infrastructure

BDP 25 Health and Well Being

9. Implementation and monitoring

**Appendices:**

Appendix I ' At a Glance 'policies context

Appendix II Glossary

Appendix III Housing Trajectory

Appendix IV Superseded BDLP policies and Proposals

Appendix V Monitoring indicators

## **1. Introduction and Context**

### **Background**

1.1 The purpose of the Bromsgrove District Plan (BDP or The Plan), is to set out the long-term vision for how Bromsgrove town, the villages and countryside will develop and change in the period up to 2030. The Plan will set out how this vision will be delivered through a strategy of promoting, distributing and delivering sustainable development and growth.

1.2 Preparation of The Plan began following the Planning and Compulsory Purchase Act in 2004 and was then set within the context of the West Midlands Regional Spatial Strategy (now revoked) with its emphasis on urban and rural renaissance. The original Plan was called the Core Strategy and was focused on meeting local needs and aspirations through local engagement, but with a strategic perspective and responsibility. This Plan has been developed in the light of the changing political and legislative landscape of regional and local planning, including the Localism Act 2011, the National Planning Policy Framework 2012 and the introduction of the Duty to Co-operate. The work that was progressed under the Core Strategy forms the basis of this Plan.

1.3 The Council no longer proposes to prepare a separate Area Action Plan (AAP) for the Town Centre. A draft AAP was consulted on at the same time as the Draft Core Strategy 2 in 2011. It has now been decided to incorporate the more detailed key policies proposed in the draft Town Centre Area Action Plan into the District Plan so that all of the important policies affecting the District are contained in one document.

1.4 The Plan's strategy promotes economic and job growth in the District and provides for new housing to meet the District's needs, as well as land for other activities including retail, sport and leisure. The strategy aims to conserve and improve the character and quality of the environment which is an important component of the District's attractiveness to investment and success.

1.5 The Plan reflects national and local aims for reducing carbon emissions. It also contributes to the Council's agenda of improving the quality of life and health of the residents of Bromsgrove which is set out in the Bromsgrove Priorities section of the Single Sustainable Community Strategy for Worcestershire 2011-2021. The Plan will be the starting point for the development of Neighbourhood Development Plans by local communities and for decisions on all new development proposals.

1.6 The Council has a statutory duty to prepare, monitor and review a Development Plan for the District. The Plan will replace the saved policies

from the current Development Plan, the Bromsgrove District Local Plan, (Adopted 2004) as set out in Appendix IV.

## Content

1.7 The Plan includes:

- A **District Profile** which describes Bromsgrove as it is at the moment and influences on this
  - The **challenges** facing Bromsgrove that the Plan can help to address and the **objectives** for addressing these challenges
  - A **vision** of how the District could develop as a place to meet the needs of its local residents, businesses and visitors in the future
  - A **strategy** to direct growth to sustainable locations
  - A set of **Policies** to deliver the strategy
  - A **monitoring and implementation framework** for delivering the Plan.
- The Plan is supported by a draft Infrastructure Delivery Plan (IDP) which attempts to show how the proposed development may be delivered. The IDP is at present in draft and as a 'live' document will be updated before Submission of the Plan. The draft IDP can be found as a separate document.

## What has influenced this Plan

1.8 The Plan is founded on:

National and local planning policies, including:

- The National Planning Policy Framework
- Waste Core Strategy for Worcestershire adopted 2012
- Sustainable Community Strategy
- National imperative of economic growth and sustainable development
- Other relevant plans, policies and strategies that relate to the District or the wider area

1.9 Evidence from a number of studies about the District, including but not exclusively:

- Employment Land Review 2008/2012
- Strategic Housing Market Assessment 2012
- Strategic Housing Land Availability Assessment 2013
- Gypsy and Traveller Accommodation Assessment
- Strategic Flood Risk Assessment levels 1&2 (2008 and 2012)
- Water Cycle Study 1 and Outline (2008 and 2012)
- Settlement Hierarchy Study 2012
- Green Infrastructure Study 2012
- Retail Study 2013
- Viability Assessment 2013?
- Annual Monitoring Reports ongoing

1.10 Recommendations from appraisals and assessments:

- Sustainability Appraisal (SA) of the objectives, strategy, policies and sites which highlighted potential conflicts or areas where the plan could be improved, and ensures that the Plan accords with the

principles of sustainable development. The SA process also incorporates a Strategic Environmental Assessment (SEA). The SA has been integral to each stage of the plan making process.

- Habitat Regulations Assessment of the impact of the strategy and policies on the network of sites of European importance for nature conservation,
- Equalities Impact Assessment of the impact of policies on specific groups, as a result of race, gender, sexual orientation, disability, age or religion

1.11 Involvement of key stakeholders and local communities, including consultation on:

- Issues and Options- 2005
- Issues and Options- 2008
- Redditch Growth joint Consultation- 2009
- Draft Core Strategy - 2010
- Draft Core Strategy 2 – 2011
- Housing Growth Joint Consultation 2013
- Bromsgrove District Plan (2011-2030)- 2013 Proposed submission Version (current)

1.12 A summary of the consultation carried out and how it has influenced the Plan is contained in the Consultation Statement which is a separate evidence base document. A brief summary of the key consultation issues is detailed in each policy under the sub heading of Consultation feedback.

### **Duty to Co-operate (DTC)**

1.13 The BDP takes into account the implications of planning policies of neighbouring authorities as spatial planning should not be constrained by Local Authority administrative boundaries. The District Council has consulted neighbouring authorities at all stages in the preparation of the Plan and will continue to do so as necessary and in particular on strategic cross boundary matters. The DTC has now become a legal duty in plan preparation. The 2012 Regulations set out which bodies the DTC applies to and the NPPF describes the issues which it should address.

1.14 The District Council and Birmingham City Council have jointly prepared an Area Action Plan for Longbridge which was adopted in April 2009. Both Councils also continue to engage on Birmingham's unmet housing need which may require the identification of potential sites in Bromsgrove in the later stages of the Plan period. A housing study is currently being carried out across the whole of the Greater Birmingham and Solihull Local Enterprise Partnership area which will provide some of the evidence required for this issue. The Local Enterprise Partnership (LEP) is discussed in more detail below at paragraph no 1.17.

1.15 The District Council and Redditch Borough Council continue to liaise closely to prepare the new local plans for each independent Local Authority area and build a robust evidence base, jointly where appropriate, in order to make the most efficient use of resources and where this makes sound planning sense. This joint working has also included Stratford on Avon

District Council in order to resolve the unmet employment needs of Redditch.

1.16 A separate document concerning the Duty to Cooperate forms part of the evidence base supporting the Bromsgrove District Plan.

### **The Local Enterprise Partnership**

1.17 Bromsgrove is a member of two LEPs, namely the Greater Birmingham and Solihull LEP (GBSLEP) and the Worcestershire LEP (WLEP).

1.18 The GBSLEP is a partnership of businesses, local authorities and universities which supports private sector growth and job creation. The role of the GBSLEP is to create and support a globally competitive knowledge economy, ensuring the LEP area is recognised as the natural home for Europe's entrepreneurs and wealth creators.

1.19 The WLEP is a business led partnership of local councils, local business, trade organisations and the voluntary sector. Its task is to develop the best business environment for the county; encourage inward investment; stimulate the local economy; identify appropriate projects for funding and promote Worcestershire as an exceptional place to work, live and prosper. The LEP's vision is "to create the right economic environment to inspire businesses, encourage investment and to create lasting and sustainable employment in Worcestershire by 2017 and beyond."

1.20 Whilst the LEP's operate at a more strategic level, policies contained within the BDP need to be consistent with the visions, aims and objectives of the LEP's and where possible contribute towards achieving some of the objectives of the LEPs.

### **What happens next?**

1.21 The Bromsgrove District Plan (Proposed submission) will go out to publication for the statutory 6 week period, during which time representations from all interested parties on issues of soundness will be welcomed. All of the main issues raised will then be summarised and responded to.

1.22 In due course the final version of the plan will be submitted to the Secretary of State and the submitted document will be made available for another consultation period, during which time formal representations on soundness can be made.

1.23 Once submitted, the BDP will be subject to independent examination to ensure the Plan is sound and for compliance with Duty to Cooperate, legal and procedural requirements. Soundness of a Plan is defined in the NPPF as being "positively prepared, justified, effective and consistent with National Policy".

'Positively prepared' means that the Plan must:

- Meet objectively assessed development and infrastructure requirements
- Be consistent with achieving sustainable development

'Justified' means that the document must be:

- Founded on a robust and credible evidence base
- The most appropriate strategy when considered against the reasonable alternatives

'Effective' means that the document must be:

- Deliverable
- Based on effective joint working on cross-boundary strategic priorities

1.24 All Local Plans will be tested to make sure that they are legally compliant. They must:

- Be prepared in accordance with the Local Development Scheme (a timetable) and in compliance with the Statement of Community Involvement (SCI) and the relevant local planning Regulations;
- Be subject to Sustainability Appraisal meeting the requirements of the Strategic Environmental Assessment Directive;
- Have regard to national policy in the NPPF;
- Have regard to any Sustainable Community Strategy for its area.

1.25 The submitted document will then be considered at an Examination in Public to be conducted by an independent Inspector who will determine whether the plan is sound.

### **Can I still get involved?**

1.26 The preparation of the Plan has been progressing for some time and you may already have been involved in earlier consultation periods. The Plan includes a summary of key issues from previous consultations and describes how this has influenced the Plan. Whether or not you have been involved in any of these earlier stages however, there is still the opportunity for you to be involved by commenting on the soundness of the Plan as detailed above.

1.27 Publication of the Proposed Submission version of the District Plan is timetabled for **30<sup>th</sup> September 2013** and the publication period will run **for 6 weeks**. We will need to consider all of your representations on soundness before a final submission version can be issued and therefore if you have any comments on soundness they must be received by the District Council by **5pm on Monday 11<sup>th</sup> November 2013**.

Please send the completed form to:

The Strategic Planning Team,  
Planning and Regeneration,



The Council House,  
Burcot Lane,  
Bromsgrove,  
Worcestershire,  
B60 1AA

Or alternatively email a copy of the completed response form to  
xxxxxxxxxxxxxxxxxx

To find out more about the Bromsgrove District Plan (2011-2030) Proposed submission Version you can visit the Council's web page at [www.bromsgrove.gov.uk/strategicplanning](http://www.bromsgrove.gov.uk/strategicplanning)

Alternatively you may wish to speak to an officer on 01527 88xxxx.

## 2. District Profile

2.1 Bromsgrove District is situated in north Worcestershire and covers approximately 21,714 hectares. Although the Town is located only 22km (14 miles) from the centre of Birmingham, the District is predominately rural with approximately 91% of the land designated Green Belt.

2.2 The area is well served by motorways, with the M5 running north to south and the M42 from east to west. The M5 and M42 connect with the M6 to the north of Birmingham and the M40 to the east. The District also benefits from train and bus connections into Birmingham City Centre and the wider region.

2.3 The main centre of population in Bromsgrove District is Bromsgrove Town with other larger centres being Alvechurch, Barnt Green, Catshill, Hagley, Rubery, and Wythall. A series of smaller rural villages and hamlets are spread throughout the District<sup>1</sup>. Development pressures are high due to the District's proximity to the Birmingham conurbation and the motorway and railway connections.

### **Economic Characteristics**

2.4 Once a prosperous hub for the woollen trade Bromsgrove became a centre for nailmaking in the 19th century and more recently won prominence for engineering and the motor industry. Bromsgrove Town Centre itself is a historic settlement which was mentioned in the Domesday Book, and was involved in the medieval wool trade together with other Worcestershire settlements. Whilst performing the role and function of a non- strategic centre, the Town Centre has the potential for enhancement and regeneration to enable it to better perform this function for the greater benefit and inclusion of local residents and visitors.

2.5 The 2011 Census shows in Bromsgrove 71.8% of people aged 16-74 were economically active, compared with 71.3% in Worcestershire and the average across England of 69.9%. This is a total of 48,664 economically active residents of which 2,070 (3.1%) are unemployed. This compares favourably to a West Midlands unemployment rate of 5.1% and 4.4% nationally. 39.4% of people worked full time, and 15.3% part time; this

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<sup>1</sup> Settlement hierarchy detailed in BDP2 Settlement Hierarchy

compares with 39.2% and 14.9% in Worcestershire. 16.3% of people in Bromsgrove aged 16-74 were retired, compared with 16.0% in Worcestershire, and the figure for the whole of England of 13.7%.

2.6 The dominant industries in Bromsgrove District, in terms of the percentage of employees, are (14.5%) in the Wholesale and retail Trade; Repair of Motor Vehicles and Motor Cycles sector; 14.1% in human health and social work activities; and 11.7% in Education. The District has a job density i.e. the numbers of jobs per resident aged 16-64 of 37,000.

2.7 Household incomes in Worcestershire are higher than they are elsewhere in the West Midlands and nationally. In Bromsgrove the proportion of households earning less than £10,000 a year is 10.9%, whilst the proportion in Worcestershire is 13.4%. The average household income in Bromsgrove is £41,354; in contrast the average is £36,979 in Worcestershire, and £36,357 in England (CACI, 2012).

Table 1

Annual Average Earnings for all Employees by District (2012)			
District	Residence based earnings	Workplace based earnings	% Difference
Bromsgrove	£29,552	£20,697	30.0
Malvern Hills	£24,288	£22,411	7.7
Redditch	£21,934	£22,454	-2.4
Worcester City	£26,478	£23,770	10.2
Wychavon	£26,725	£24,345	8.9
Wyre Forest	£20,842	£18,658	10.5
Worcestershire	£25,330	£22,685	10.4

Source: Annual Survey of Hours and Earnings 2012(ONS)

2.8 As table 1 above indicates, workplace earnings are lower in general than residence-based earnings across Worcestershire, with the exception of Redditch. The biggest differential can be seen in Bromsgrove where, the average (mean) annual earnings of people who work within the District is £20,697 compared with the average annual earnings for residents of Bromsgrove District, which is £29,552, a difference of 30% (ONS, 2012). This would suggest that the District's population earn higher salaries than average, but they earn them in employment locations outside the District. Due to Bromsgrove's close proximity to the MUA, many residents commute to jobs in and around Birmingham. Therefore, it appears that there is an

imbalance between the types of jobs and pay available within Bromsgrove compared with the average wages of the population. Industries with higher paid jobs need to be encouraged to stay or locate in the District to correct this imbalance and reduce the daily flow of the population to other employment centres which is unsustainable (ONS, 2012). It would appear that further development in high tech manufacturing and knowledge based industries is required to redress the imbalance. The Bromsgrove Technology Park has been established but is not yet operating at full capacity. Industries with higher paid jobs need to be encouraged to stay or locate in the District to correct this imbalance and reduce the daily flow of the population to other employment centres which is unsustainable.

2.9 There are two major areas of economic concern requiring regeneration within the District – Bromsgrove Town Centre and Longbridge. Following the adoption of a joint Area Action Plan between Birmingham and Bromsgrove in 2009, Longbridge regeneration is now underway. A draft Town Centre Area Action Plan was previously consulted upon, however key town centre regeneration policies have now been incorporated into this Plan. The Town Centre's regeneration is currently underway and policies contained within this Plan are designed to perpetuate this process.

### **Social Characteristics**

2.10 The 2011 Census shows that Bromsgrove District had a resident population of 93,637, 19,019 of them were aged 17 or below, representing almost 20.3% of the total population in Bromsgrove. There were 19,135 aged 65-plus living in the District, almost 20.4% of the total population.

2.11 The number of children (i.e. Age 17 or below) has decreased by 93 between 2001 to 2011. Over the same time period, the number of people aged 65 and over has risen by about 3,989, representing a 26% increase and the number of people in the 18-64 age group has increased by 1,904 over the same time period.

2.12 The population of Bromsgrove is projected to increase by about 6,000 for the period 2011-21(99,637), and by about 12,800 up to 2030 (106,437). The 18-64 age group stays roughly constant over the 2008-30 time period, whilst the 0-17 age group has a projected increase of around 800. The number of persons aged 65-plus is projected to increase by around 11,300.

2.13 The 2010 Indices of Multiple Deprivation Bromsgrove had the highest proportion of Lower Super Output Areas (LSOAs) in the least deprived quintile /fifth of the population (47%) across the West Midlands. When compared to the rest of Worcestershire, Bromsgrove District has the lowest instances of deprivation, and ranks in the bottom quarter of most deprived local authorities across England (280th out of 354 authorities). However, this has seen an increase from the 2007 Indices, whereby Bromsgrove was positioned 299th nationally. Although the majority of the District performs well in terms of deprivation, there are small pockets of deprivation that need to be tackled. There are three LSOAs in the 30% most deprived nationally and the most deprived area in the District is in the northern part of Sidemoor, which is ranked, 8,168th out of 32,482 most deprived areas nationally (DCLG Indices of Multiple Deprivation, 2010).

2.14 The demand for property within the District has historically had significant implications on property prices. In 2012 the average house price in Bromsgrove was £236,632<sup>2</sup> compared to £205,303 for the rest of Worcestershire and £171,937 for West Midlands. However in July 2012 the average house price in Bromsgrove fell to £221,431 compared to £226,887 nationally<sup>3</sup>. Whilst property prices have stagnated over the past 3 years the current difficulty in acquiring mortgages means home ownership is unobtainable for some. The affordability issue is exacerbated in the smaller rural settlements where property prices are generally even higher, meaning that young people especially, are often unable to find a home in the community where they grew up.

2.15 Education in Bromsgrove is administered by Worcestershire County Council, which controls 27 schools in the District. Local schools continue to perform well with 86.7% of pupils at the end of key stage 4 in the period September 2011 – August 2012 achieving 5+ A\*-C grades, compared to 82.5% in Worcestershire<sup>4</sup>.

2.16 Bromsgrove District is considered to be a safe place to live, with levels of crime being lower than the regional and national figures. In Bromsgrove there were 4,945 crimes recorded during 2011/12, 0.05 crimes per person. This compares to a total of 35,524 criminal offences recorded in Worcestershire, 0.06 crime per person. There were 3,420 Anti Social Behaviour incidents recorded during 2011/12 in Bromsgrove.<sup>5</sup>

2.17 The District has a relatively healthy population in respect of illness, with 49.1% of the population considering themselves to be in very good health, compared to 46.5% in Worcestershire and 45.1% in the Region. The Sport England Active People Survey (survey covers Oct 2010-Oct 2011) states that 20% of respondents regularly participate in sport 3 times a week and 37.3% (survey covers April 2012 to April 2013) participate in 30 minutes of moderate intensity sport once a week. Bromsgrove therefore has a significant number of its population who regularly participate in sporting activity.<sup>6</sup>

### **Environmental Characteristics**

2.18 The District has rich biodiversity, geodiversity and attractive landscape. The District contains 13 Sites of Special Scientific Importance, 90 local sites (85 ecological and 5 geological). These sites are varied in their nature ranging from whole valleys and hills to canals, ponds and rock exposures.

2.19 Bromsgrove falls within the Severn Water Resource Zone which is experiencing shortfalls in water supply. Existing abstraction has caused unacceptable environmental impacts in several areas which include the Bow Brook and the Battlefield Brook. Flood risk within the District is mainly associated with flash flooding of ordinary watercourses as a result of rapid rainfall runoff. In addition to the increase in flow, the localised flooding is

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<sup>2</sup> <http://www.worcestershire.gov.uk/cms/research-and-intelligence/local-area-profiles.aspx>

<sup>3</sup> [http://news.bbc.co.uk/1/shared/spl/hi/in\\_depth/uk\\_house\\_prices/html/houses.stm](http://news.bbc.co.uk/1/shared/spl/hi/in_depth/uk_house_prices/html/houses.stm)

<sup>4</sup>

<http://atlas.worcestershire.gov.uk/IAS/profiles/profile?profileId=36&geoTypeId=16&geoIds=47UB#iasProfileSection8>

<sup>5</sup> <http://atlas.worcestershire.gov.uk/IAS/profiles/>

<sup>6</sup> [https://public.sportengland.org/.../Bromsgrove\\_Mini\\_LSP\\_Jan\\_2012.pdf](https://public.sportengland.org/.../Bromsgrove_Mini_LSP_Jan_2012.pdf)

exacerbated by the lack of maintenance of the watercourses, change of land management practice, new development, soil types, blockages and reduced channel capacity resulting from culvert collapse. In addition, parts of Bromsgrove are also affected by fluvial and sewer flooding. Watercourses receiving water from the STWs that serve the District includes the River Arrow, Hoo Brook, Sugar Brook, River Tame, River Stour and Hen Brook. With the exception of the River Tame which is only assessed for its dissolved oxygen, all watercourses fail to meet at least one of the Water Framework Directive (WFD) objectives and standards. The District contains 2 canals and numerous pools and reservoirs. In terms of biodiversity, the habitats and species that are of particular relevance to Bromsgrove are water voles, bats, hay meadows, acid grassland veteran trees and canals.

2.20 The Local Landscape Character as described in the Worcestershire County Council's Landscape Character Assessment<sup>7</sup> illustrates that there are ten different Landscape Character Types (excluding urban) in the District and these comprise of Estate Farmlands; Principal Settled Farmlands; Principal Timbered Farmlands; Principal Wooded Hills; Sandstone Estatelands, Settled Farmlands with Pastoral Land Use; Timbered Pastures; Timbered Plateau Farmlands; Wooded Estateland and Wooded Hills and Farmlands . The natural and rural nature of the District provides ample opportunity for outdoor leisure activities. Tourism destinations within Bromsgrove are varied and include, for example, the Lickey, Clent and Waseley Hills country parks, Avoncroft museum and the Worcester and Birmingham canal, which boasts the Tardebigge Locks being the longest navigable flight of locks in country, comprising 30 locks climbing 217 feet (66m).

2.21 Bromsgrove District is predominantly rural and away from the more built up areas around Bromsgrove, is characterised by a settlement pattern of farmsteads and wayside dwellings with the occasional village.

2.22 The historic landscape in terms of field boundaries, including some post medieval enclosure, has survived in many areas. The recent Historic Environment Assessment of Bromsgrove District indicated that there was generally a moderate to high survival rate of historic character across the District, although many of the historic assets are undesignated. However there are over 467 Listed Buildings and 839 known sites of Archaeology Interest, 13 of which are Scheduled Ancient Monuments. The listed buildings range from the Grade I listed Hagley Hall and St John's Church in Bromsgrove, through a variety of rural buildings including two windmills to a 1950s house in Hopwood. There are also 11 Conservation Areas that are designated as being of special architectural or historic interest and 2 registered historic parks and gardens. The Conservation Areas vary greatly in their character. The majority are centred around villages such as Alvechurch and Belbroughton, which date back to at least medieval times, as well as Bromsgrove Town Centre. The more unusual conservation areas include a stretch of the Worcester and Birmingham Canal and the Chartist settlement at Dodford. The Canal Conservation Area includes the Tardebigge Flight (as mentioned above 30 locks, which are all listed). The Dodford Conservation Area is centred on the planned Chartist settlement

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<sup>7</sup> <http://www.worcestershire.gov.uk/cms/landscape-character-assessment.aspx>

developed in the 1840s and originally comprised 39 cottages on 4 acre plots. The original layout has survived as well as a number of the cottages 11 are listed including Rosedene, owned by the National Trust. Dodford was one of five Chartist Settlements constructed in the country, and is considered to have been one of the key events in agricultural development in Worcestershire.

2.23 In addition to the Chartist Settlement at Dodford there are other assets within the District which are important in terms of local character and distinctiveness. Notably these include the cottages and workshops relating to the nailing industry, which boomed in Bromsgrove during the 18th and early 19th century, and can be found throughout the District; structures and other evidence relating to the scythe industry in Belbroughton; work by the Bromsgrove Guild of Applied Arts, founded at the end of the 19th century, which attracted craftsmen to the area from across Europe, before it closed in the late 1960s.

2.24 The high proportion of Green Belt, throughout the District, has preserved a relatively coherent post medieval landscape. Large 20th century development has largely overwritten historic landscape character in undesignated areas such as Hagley Village and Hollywood. Although Bromsgrove District remains predominately rural, the District has experienced a greater loss of historic farmsteads compared to other areas of the county. A large proportion of surviving farmsteads have undergone some level of conversion, which does at least secure their future.

2.25 In terms of Buildings at Risk, Bromsgrove District has relatively few Designated Assets on the English Heritage at Risk Register. However, the absence of a local list means that large numbers of locally important heritage assets have not been formally identified.

2.26 The largely unspoilt rural environment, the rich variety of historic assets and character make the District a much sought after and desirable place to live, and no doubt help in attracting tourism and regeneration.

2.27 The District has a high dependence on car ownership compared to national statistics. Figures from the 2011 Census show that only 12.5% of households in Bromsgrove do not own a car or van. This compares to 16.6% of households in Worcestershire, and 25.8% in England.

2.28 The number of people travelling to work by car (49.9%) is higher than the national average (36.9%). The District's excellent motorway and 'A' road network together with the poor access to public transport in the rural parts of the District contribute to this high dependency on car use. Due to the District's close proximity to the West Midlands conurbation, many inhabitants in Bromsgrove commute to work in Birmingham.

2.29 Although the District benefits from excellent strategic road connections, it experiences localised environmental problems and associated congestion caused by high traffic volumes. The District has four Air Quality Management Areas, at Redditch Road, Stoke Heath; Kidderminster Road, Hagley; along Hanover Place and Worcester Road within the Town Centre, and at Lickey End adjacent to Junction 1 of the M42. Furthermore, if there is a problem with traffic flows on the motorway(s) in the vicinity of Bromsgrove, traffic tends to divert through Bromsgrove, causing localised congestion and air quality issues at certain times. These main traffic routes also pose problems with noise pollution for local residents.

2.30 Birmingham Airport is located within easy commuting distance of Bromsgrove. The Airport provides vital links with Europe and the rest of the world for local and regional business tourism, international conferences and sporting events and is also a major employment site. The Airport is therefore key to maintaining the region's competitiveness and in terms of Bromsgrove, maintaining and improving connectivity to and from the Airport is fundamental.

2.31 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. Despite this increased usage the existing station and its facilities are inadequate, accessibility to the Town Centre is poor; there are limited parking facilities; poor access by local bus and existing platform lengths prohibit larger trains from stopping. The station presents a poor image as the gateway to Bromsgrove. The District is also served by 4 other stations at Alvechurch, Barnt Green, Hagley and Wythall. Over the period 2004/2005 to 2009/2010 the number of people using Bromsgrove District's five railway stations has increased by nearly 130% although growth in demand at Bromsgrove station has been higher (at 155%) despite the constraints at this station. These issues are, however, being addressed by the rail industry in partnership with the public sector and, subject to funding, a high quality multi-modal interchange at Bromsgrove is currently planned together with a variety of improvements at other stations. The District is also served by a mixture of local and interurban bus services which provide essential links to local facilities and services and also to neighbouring towns and cities. Bus patronage increased by approximately 38% over the period 2004/5 and 2008/9.

### **3. Key challenges**

3.1 As can be seen from the District profile there are various challenges which the District faces and these together with broader issues are summarised below:

- 1) Regeneration of the Town Centre.
- 2) Maintaining vitality of smaller villages.
- 3) Meeting the growth needs of the District up 2030 and beyond by ensuring that there is an adequate supply of appropriate housing and employment land thus providing certainty for the development industry.
- 4) Maintaining a balanced community in terms of population structure and the housing market. Meeting the needs of the community in particular the provision of affordable housing and housing suitable for the elderly.
- 5) Attracting inward investment and stemming outward commuting

- 6) Striking a balance between ensuring the District is accessible whilst also encouraging sustainable travel by, for instance, encouraging walking and cycling and the increased use of public transport
- 7) Responding to the needs of existing employment and the economy and recognising the importance of farming/agriculture in the District
- 8) Recognising the strength provided to the economy by diversification into, for example, high technology industries, green industries and in rural areas, farm diversification. Also recognition of the benefits of homeworking in rural areas whilst acknowledging potential problems of broadband coverage in such areas.
- 9) Stemming outward migration of young people due to issues of housing affordability and lack of suitable employment
- 10) Promotion of a healthy community, recognising the importance of green infrastructure and its multi functionality, as well as open space/leisure facilities, and reducing the number of “hot food” outlets
- 11) Recognising the role as custodians of the environment for future generations including for example, managing the water environment and flooding issues; addressing climate change issues, reducing carbon emissions and increasing the use of renewable energy.
- 12) Celebrating and conserving the District’s individuality as an attractive and safe place with a unique historic built environment and landscape which is biodiversity rich.
- 13) Ensuring that the District enjoys a sustainable built environment that enables and empowers users and occupiers to feel safe and secure through the incorporation and provision of new or improved infrastructure.
- 14) Ensuring the local communities have a greater involvement in planning the future of the communities in which they live.

#### **4. VISION**

4.1 The vision for Bromsgrove expressed in the Bromsgrove District Plan needs to support the vision that has been established by the Bromsgrove Partnership. This Partnership brings together different organisations from the public, private, voluntary and community sectors. Instead of each organisation working separately in isolation, the Bromsgrove Partnership provides a forum for local organisations to come together and address issues that are important to those living, working and visiting Bromsgrove District in a more effective and cohesive way.

Bromsgrove Partnership’s vision for the District is:



***“We will make Bromsgrove District the place to live, do business and to visit.”***

The vision also needs to be consistent with the vision of the relevant Local Enterprise Partnership (LEP). Embracing the key messages of the LEP visions and incorporating the challenges previously identified, the following vision for the Bromsgrove District Plan has been derived:

### **BDP Vision**

4.2 By 2030 Bromsgrove District and its 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. The attractiveness of the District in terms of its landscape, built form and settlements will have been preserved and enhanced.

#### The Economy

4.3 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 manufacturing situated at the Bromsgrove Technology Park and at Longbridge. Existing employment will have been supported, whilst opportunities for entrepreneurship, diversification and innovation will have been encouraged. Diversification of sustainable rural enterprises will also have been encouraged, helping to improve prosperity in both Bromsgrove Town Centre and the rural areas.

4.4 Longbridge will have undergone a major transformation and will now be an exemplar sustainable mixed use development, delivering new jobs, houses and community, leisure and educational facilities for the benefit of the local communities of, Bromsgrove, Birmingham, and beyond.

#### The Town Centre

4.5 A regenerated Town Centre will be the key centre for services in the District. The Town Centre will be transformed into a thriving location that provides a unique blend of old and new. The Town Centre will be an attractive place to visit with a network of public squares and interlinking pathways, making it an easy and convenient place to move around, engendering both community pride and a sense of place. The Spadesbourne Brook will have been naturalised wherever feasible, thereby supporting biodiversity, particularly the native water vole and alleviating flood risk. The Town Centre will be accessible for all, being easily reached and well linked by public transport and with good access by car. There will be a vibrant mix of retailing including popular high street stores, smaller independent retailers and specialised markets. A variety of pubs, cafes, restaurants, leisure and cultural facilities will provide a lively, safe and varied leisure experience. The increase in people living and working in the Town will contribute to its prosperity, vitality and safety.

#### Sustainable communities

4.6 In the next 15 to 20 years, the District will have achieved a more balanced housing market and be continuing to deliver the required level of housing growth to meet local needs. New employment space together with shops, services and community facilities will have been provided alongside this development. All new development will therefore be planned in a balanced and sustainable way, placing a high priority on quality of life, ensuring the protection and enhancement of valuable natural and historic resources and providing the necessary supporting infrastructure.

4.7 New development will have been directed to sustainable locations around Bromsgrove town in the first instance, whilst encouraging appropriate levels of housing provision in other sustainable locations, such as the larger settlements. Sustainable and inclusive urban extensions will be established to the north and west of the town. The identification of the transport infrastructure, services and supporting Travel Plans needed to encourage walking, cycling, the use of public transport and high occupancy car modes will have been recognized at the beginning of the planning process. Developments will deliver affordable housing, employment, open space, and community facilities and will achieve a high standard of sustainable design and construction. New and existing communities will be supported by a network of local centres which will provide local residents with easy access to shopping, employment and services. Public transport, walking and cycling links will have been improved to better connect residents with local and regional destinations, providing health benefits and decreasing carbon emissions. Walking and cycling will be an easy first choice for shorter journeys. More balanced, mixed use communities with good service centres, together with a greater proportion of people working from home will have further reduced the need to travel and levels of out commuting from the District.

### The Villages

4.8 The smaller villages and neighbourhood centres will be maintained and enhanced to play a valuable role in providing local services and reducing the need for local people to travel for their day to day requirements. These centres will be part of a working and tranquil countryside which remains unmistakably Bromsgrove. The countryside will be well managed balancing the potentially conflicting use for recreational purposes whilst preserving it as a rich biodiversity resource.

4.9 Residents will live in a mixture of well designed homes within high quality surroundings whether part of the urban areas, village or countryside, in accommodation they can afford and which meets their needs. This will include varying tenures that will meet the social needs of residents, including the provision of affordable housing. Schemes will be delivered which support independent living for vulnerable people and the elderly population.

### Community Issues

4.10 The local people of Bromsgrove will be more actively involved in decision making for their communities and neighbourhood plans will have an increased role to play in planning the future of these communities.

4.11 Bromsgrove's population will remain comparatively healthy, with people taking more habitual physical activity and utilising the range of high quality sports and recreation facilities the District has to offer. People will have the opportunity to lead healthier lifestyles with improved access to clean and attractive green spaces, facilitated by a comprehensive network of walking and cycling routes. Higher levels of employment, increased personal wealth, greater community empowerment and greater access to social and medical support will have improved the health of the community and people will generally have a better quality of life. Good design, improved leisure opportunities, increased community pride and social inclusiveness will have ensured that crime rates and fear of crime have been reduced.

### The Environment

4.12 Important natural and historic areas and buildings help to create the distinctive character and identity of Bromsgrove District and its settlements. These include the Lickey, Clent and Waseley Hills, canals, ancient woodlands, areas of nature conservation, biodiversity and landscape character, together with Conservation Areas, listed buildings and their settings, all of which will have been carefully protected, conserved and enhanced. The Green Belt boundary will remain unchanged<sup>8</sup>, and the quality of the environment will continue to improve with the existing high levels of open space and 'greenery' within the settlements maintained and improved.

4.13 Bromsgrove District will have become much more effective in adapting to and mitigating the impacts of climate change. New developments will be using an increased proportion of energy from renewable sources; air quality will have been improved; recycling will have radically increased; and the carbon footprint of the District will have been significantly reduced. Developments will be built to a higher design standard ensuring increased energy and water efficiency. Sustainable Drainage Systems will be also be utilised to mitigate flooding and will contribute to strengthening the green infrastructure network. Green infrastructure will have become a comprehensive and integral part of the fabric of the District, with resultant multi- functional benefits for biodiversity, flood alleviation, water conservation, leisure, health and well-being. Networks of ecologically functional habitats will have been identified and (re)connected where possible as a part of development proposals.

## 5. STRATEGIC OBJECTIVES

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<sup>8</sup> Subject to a review by 2023

5.1 A set of spatial objectives have been defined that aim to deliver the spatial vision, as detailed above, for Bromsgrove by 2030. They build upon national policy and address key local challenges. The objectives provide the basis for the preferred spatial strategy for the District, including the core policies which are necessary to secure the delivery of the vision. The proposed strategic objectives, which are not in any specific order of preference, are outlined below:

SO1 Regenerate the Town Centre to create a thriving, accessible and vibrant centre providing facilities to meet the needs of Bromsgrove residents

SO2 Focus new development in sustainable locations in the District such as on the edge of Bromsgrove Town in the first instance

SO3 Support the vitality and viability of local centres and villages across the District

SO4 Provide a range of housing types and tenures to meet the needs of the local population for example the special needs of the elderly and the provision of affordable housing

SO5 Provide support and encouragement for economic growth of existing and new businesses for example, in knowledge based industries and high tech manufacturing, whilst also supporting farming and rural diversification and investing in lifelong education and learning skills

SO6 Encourage more sustainable modes of travel and a modal shift in transport, for example encouraging walking and cycling and promoting a more integrated, sustainable and reliable public transport network across the District

SO7 Improve quality of life, sense of well-being, reduce fear of crime, promote community safety and enable active, healthy lifestyles for example by providing safe and accessible services and facilities to meet the needs of Bromsgrove's residents

SO8 Protect and enhance the unique character, quality and appearance of the historic and natural environment, biodiversity and green infrastructure throughout the District

SO9 Safeguard and enhance the District's natural resources such as soil, water and air quality; minimise waste and increase recycling including re-use of land, buildings and building materials

SO10 Ensure the District is equipped to adapt to and mitigate the impacts of climate change, for example, by managing and reducing flood risk by ensuring water and energy efficiency and by encouraging new developments to be low or zero carbon

SO11 Promote high quality design of new developments and use of sustainable building materials and techniques

SO12 Foster local community pride, cohesion and involvement in plan making process

## 6. Structure of policies

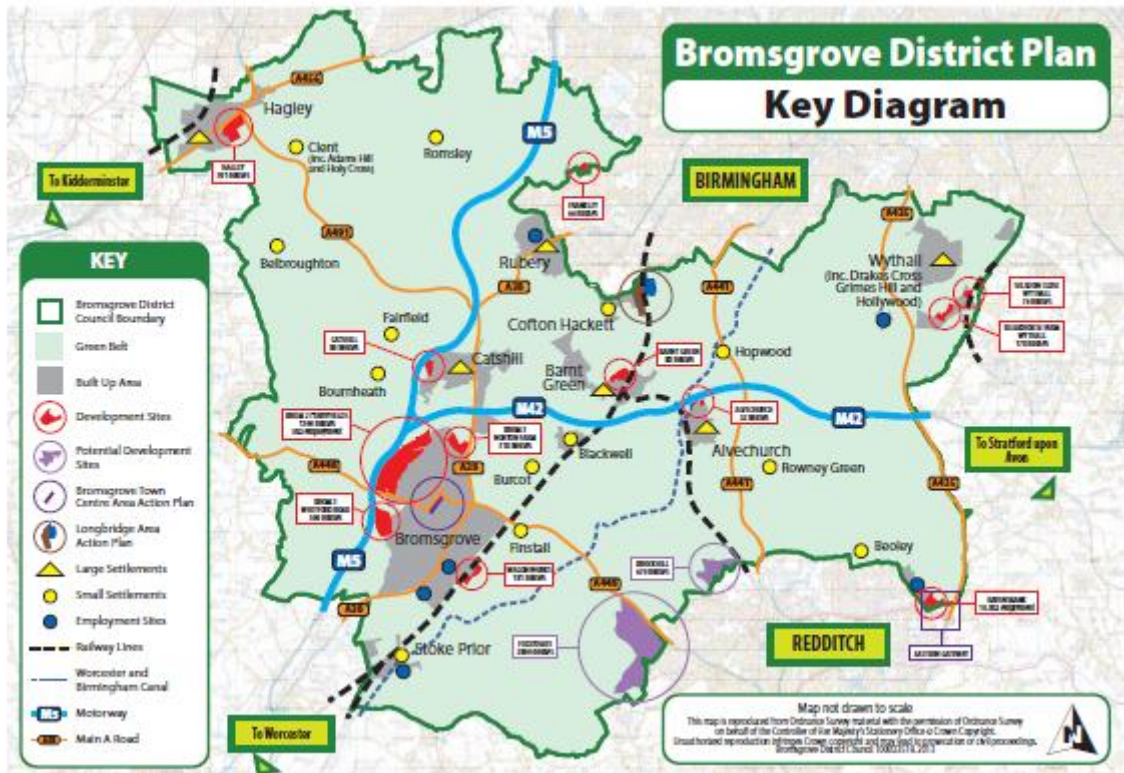
6.1 A number of inter-related themes have emerged from the strategic objectives and these have been used as a basis to structure the Policies. Due to their spatial nature there will inevitably be some overlap between the policy areas. Where this explicitly occurs, cross references have been included for the sake of clarity, however it is likely that subtle overlaps will also occur and **the plan should therefore be considered in its entirety**. The structure of the Policies section of this document is therefore subdivided into main themes as follows:

- **Development Strategy**
- **No Place like Home**
- **Let's do Business**
- **The One and Only Bromsgrove**
- **Clean, Green and Healthy**

6.2 The context for each policy is first provided, then a brief feedback on consultation and the Sustainability Appraisal is given and finally the actual policy is highlighted in bold typeface.

## 7. KEY DIAGRAM

**The Key Diagram** diagrammatically illustrates, the spatial strategy set out within the document.



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## 8. POLICIES

### 8.1 Development Strategy

- BDP 1 Sustainable Development Principles
- BDP 2 Settlement Hierarchy
- BDP 3 Future Housing and Employment Development
- BDP 4 Green Belt
- BDP 5 A) Town Expansion Sites
- 5 B) Other Development Sites
- RCBD 1 Redditch Cross Boundary Development
- BDP 6 Infrastructure Contributions

This suite of policies identifies the strategic growth needs of the District. It identifies where the most sustainable locations for growth are and puts in place policies to ensure that this development is well designed and will be delivered. It advocates a green belt review of the plan and sets the criteria by which this review will be achieved.

### BDP1 Sustainable Development Principles

8.2 Following the publication of the NPPF the presumption in favour of sustainable development ('the presumption') is a key consideration in all planning applications. This provides a more positive and purposeful framework for assessing and determining development proposals in accordance with this

Plan or any relevant Neighbourhood Plans. Where proposals accord with this Plan the Council will aim to approve them without delay.

8.3 To expand upon 'the presumption' this policy sets out the local issues which need to be considered when determining whether development is sustainable. There is a need to balance the social, economic and environmental impacts of any particular development. This is critical in the delivery of sustainable development which is an overarching aim of the Bromsgrove District Plan.

8.4 Where no policies in the Plan are relevant or relevant policies are out of date, proposals will be assessed against the NPPF and only be refused where the adverse impacts significantly outweigh any benefits or specific policies highlight that development should be restricted. In Bromsgrove it is considered that policies relating to sites designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space; designated heritage assets and locations at risk of flooding override the presumption in favour of sustainable development.

### **Consultation Feedback**

8.5 Consultation feedback was generally very positive in relation to this policy with many supporting the policy in its current form. Some did feel that the policy should be removed as it repeated national policy however following the publication of the NPPF it was considered that the policy went beyond the level of detail provided in the new national guidance. It is considered that the policy draws on a wide range of planning issues to provide a clear and concise list of criteria against which all applications can be assessed.

8.6 Some felt the policy could be strengthened to make it more deliverable and also be more positive in relation to the natural environment, making a specific reference to the significance of historic assets and their settings and clearly referencing walking, cycling and public transport. Some also considered that there should be an explanation in relation to the final bullet point that refers to the economic implications for the District. Some minor wording changes were included to add further clarity and strength to the policy but some of the wording changes were considered to overlap and repeat other policies. The wording 'In considering all proposals for development regard will be had to the following' has not been amended as stronger wording could be considered too onerous, as all of the criteria will not be relevant to all applications.

8.7 The policy has been expanded significantly to include a version of the model policy on the presumption in favour of sustainable development to ensure conformity with the NPPF.

### **Sustainability Appraisal**

8.8 The policy was assessed against the SA objectives and was one of the strongest performing policies due to the overarching nature of the policy. The policy performed well against social, environmental and economic objectives. There were no recommendations for mitigation.

## **BDP1 Sustainable Development Principles**

**BDP1.1** When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

**BDP1.2** Planning applications that accord with the policies in this District Plan and where relevant, with policies in neighbourhood plans will be approved without delay, unless material considerations indicate otherwise.

**BDP1.3** Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- b) Specific policies in that Framework indicate that development should be restricted as stated in footnote 9 of paragraph 14 of the NPPF. For example, those policies relating to sites designated as Sites of Special Scientific Interest; remaining land designated as Green Belt, Local Green Space, designated heritage assets and locations at risk of flooding.

**BDP1.4** In considering all proposals for development in Bromsgrove District regard will be had to the following:

- a) Accessibility to public transport options and the ability of the local road network to accommodate additional traffic;
- b) Any implications for air quality in the District and proposed mitigation measures;
- c) The cumulative impacts on infrastructure provision;
- d) The quality of the natural environment including any potential impact on biodiversity, landscape and the provision of/and links to green infrastructure (GI) networks<sup>9</sup>;
- e) Compatibility with adjoining uses and the impact on residential amenity;
- f) The impact on visual amenity;

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<sup>9</sup> see GI policy BDP 24 and glossary



- g) The causes and impacts of climate change i.e. the energy, waste and water hierarchies, flood risk and future proofing;**
- h) The provision of communication technology infrastructure to allow for future technological enhancements e.g. fibre optic ducting;**
- i) The impact on the historic environment and the significance of heritage assets and their setting;**
- j) Financial viability and the economic benefits for the District, such as new homes and jobs.**

## **BDP2 Settlement Hierarchy**

8.9 Bromsgrove District contains one main town, Bromsgrove Town and a number of other settlements and villages which vary in size and character. 91% of the District is Green Belt and this designation covers over 20000 hectares of land. Many of the villages in the District are of a rural nature and in some cases these villages can be relatively isolated. Settlements work by providing services for a wider area, the bigger the settlement the more services it tends to have. Over time a settlement hierarchy has been established in the District, with Bromsgrove Town providing most of the services. Generally the smaller settlements have been limited to providing local services and as car ownership has increased, service provision in the smaller villages has tended to decline.

8.10 The purpose of the settlement hierarchy is to provide a clear policy on the future role of the District's settlements and villages to enable allocation of appropriate levels and types of development to different settlements within the District, focusing new development in locations which will provide and support sustainable communities. It is useful for plan making purposes to group these settlements into a hierarchy based on an understanding of their current size and level of service provision.

8.11 Bromsgrove is by far the largest settlement and stands alone at the top of the hierarchy with a different order of services and facilities in comparison to all of the other settlements in the District. Bromsgrove Town is therefore the principally preferred location for growth.

8.12 The settlement hierarchy reflects the regeneration priorities for the District and is based on the size of the settlement and an assessment of the facilities and services available in each settlement.

8.13 Whilst the majority of development will occur around the Town and in the larger settlements there will be opportunities for small affordable housing schemes in rural settlements that meet local needs. Until a Green Belt Review is carried out it is considered desirable for village envelope boundaries to remain unchanged.

## **Consultation Feedback**

8.14 The inclusion of a settlement hierarchy was supported although some felt that it was based solely on population size and therefore further supporting evidence was needed. Some felt that a fourth tier should be added to the hierarchy to better define the types of settlements and include greater clarity

over the types of development permitted within each type of settlement. Some considered that Blackwell, Cofton Hackett and Stoke Prior should form part of a higher tier and all other smaller settlements the fourth. However it is not considered that this approach is entirely robust as some of the smaller settlements, whilst they do have a lower population sometimes have a greater range of services and facilities, such as Belbroughton and Romsley, than the three identified allegedly 'higher order' settlements. It is however considered that there is sufficient flexibility within the policy to allow appropriate development to come forward in the settlements not 'washed over' by Green Belt. Furthermore to exactly define what types of development that would be allowed in each settlement type was considered too inflexible and following the publication of the NPPF, being prescriptive about the types of allowable development would not be in conformity with the spirit of this guidance. Some also raised concerns over the position of particular settlements within the hierarchy and the omission of certain settlements, for example, Tardebigge and Huntington. The settlement hierarchy evidence acknowledges that not all settlements are included in the hierarchy, particularly the smaller settlements within the Green Belt which are sometimes purely ribbon development and/or with very limited sustainability credentials.

8.15 There were concerns raised that the policy effectively prohibited garden land development which can form an important part of housing supply and that mention of this aspect was inappropriate in the settlement hierarchy policy. Whilst the discussion of the issues around brownfield land was originally considered valid in this policy, following a redraft of the policy this issue has been relocated to the high quality design policy.

8.16 Some considered that it was not necessary to make reference to the maintenance of a 5 year supply as it was repetition of national policy. Others considered that the release of development sites should be carefully managed through the plan period. It was also suggested that some of the proposed development sites should be retained as ADRs. On reflection it was considered that these issues would be better dealt with in the policy on Future Housing and Employment Development.

### **Sustainability Appraisal**

8.17 The strength of the policy is that it underpins the sustainable development strategy for the District in that future development will be focussed on the most sustainable settlements which contain a range of services and facilities. The policy therefore provides the basis for focusing growth in sustainable locations whilst acknowledging the importance of allowing some growth in the villages.

### **BDP 2 Settlement Hierarchy Policy**

**There will be four main facets to the delivery of housing in Bromsgrove District consisting of the following:**

- 1. Development of previously developed land or buildings within existing settlement boundaries which are not in the designated Green Belt**
- 2. Expansion Sites around Bromsgrove Town (as identified in BDP 5A)**

3. **Development Sites in or adjacent to large settlements(as identified in BDP 5B)**
4. **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. Where viability is a concern the inclusion of other tenures within a scheme may be acceptable where full justification is provided. Where a proposed site is within the boundaries of a settlement, which is not in the Green Belt, a local need for housing would not need to be justified**

**Proposals for new development should be located in accordance with the District's settlement hierarchy as shown in the table below. This will ensure that development contributes to the regeneration priorities for the area, preserves the attractiveness of the environment, reduces the need to travel and promotes sustainable communities based on the services and facilities that are available in each settlement and will assist villages to remain viable and provide for the needs of the catchment population that they serve.**

<b>Settlement type</b>	<b>Name</b>	<b>Suitable development</b>
<b>Main Town (population circa 30,000)</b>	<b>Bromsgrove</b>	<b>Comparison and convenience retail (to meet District requirements and needs) Commercial leisure- restaurants, cafes pubs and bars Office Residential development of a scale proportional to the sustainability of the settlement. Hotels/guest houses Employment Leisure/culture ie churches, health centres, libraries, public halls etc Major services</b>
<b>Large 'Settlement' (population circa 2500- 10,000)</b>	<b>Alvechurch Barnt Green Catshill Hagley Rubery Wythall</b>	<b>Convenience A1 retail (to meet needs of the specific village) Local services Residential development of a scale proportional to the sustainability of the settlement. Small scale business/office development</b>

<p><b>Small 'Settlement' (population circa 50-2500)</b></p>	<p><b>Belbroughton<sup>10</sup> Blackwell Cofton Hackett Romsley Stoke Prior Adams Hill Beoley Bournheath Burcot Clent Dodford Fairfield Finstall Holy Cross Hopwood Lower Clent Rowney Green</b></p>	<p><b>Housing to meet local needs (through rural exception sites in appropriate circumstances). Where a proposed site is within the boundaries of a settlement, which is not in the Green Belt, a local need for housing would not need to be justified.</b></p> <p><b>Local services</b></p> <p><b>Small scale rural employment in appropriate circumstances.</b></p> <p><b>More limited local services for example, local convenience shop/post office or public house.</b></p>
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5. **The Settlement Hierarchy outlined above will provide the guiding principles in terms of sustainability for the proposed Green Belt Review sequential testing.**
6. **The 'village envelope' ie the defined settlement boundary for a village, is identified on the Policies Map and will remain unaltered until a review of the Green Belt is undertaken. Within the village envelope appropriate development will be limited to suitable infill plots. This applies to the following villages; Adams Hill, Belbroughton, Beoley (Holt End), Bournheath, Burcot, Clent, Fairfield, Finstall, Holy Cross, Hopwood, Lower Clent, Romsley and Rowney Green.**

### **BDP3 Future Housing and Employment Growth**

8.18 The NPPF requires local authorities to use local evidence to ensure that Local Plans meet the full objectively assessed needs for housing and economic development<sup>11</sup>. It is essential that housing and employment targets are based on up to date and robust evidence.

8.19 The Worcestershire Strategic Housing Market Assessment 2012 (SHMA) analyses the current housing market and assesses future demand and need for housing within each local authority across the County. In determining the potential housing requirement for the District a range of scenarios were tested with the most realistic being migration-led and employment constrained scenarios which identified a net dwelling requirement for the period 2011-2030 of 6,980 and 6,780 respectively. The Council is committed to significantly

<sup>10</sup> Villages highlighted in blue are subject to a village envelope

<sup>11</sup> Paragraph 47 of the NPPF

increasing the supply of housing to meet need and demand. On this basis a housing target of 7,000 is proposed for the 19 year plan period.

8.20 It is fundamental to the success of the strategy for growth that the Council is able to achieve, and maintain, a 5 year supply of housing land. Following the publication of the NPPF, local authorities have to provide a buffer of either 5% or 20% depending on whether they have a history of persistent under-delivery. Based on the evidence analysed within the paper 'Housing Delivery Performance' the Council will initially seek to maintain a buffer of 5% in addition to the 5 year land supply.

8.21 The NPPF highlights that windfalls can now be included in 5 year land supply calculations where there is compelling evidence that windfalls have consistently become available and will continue to do so in the future. A separate paper entitled '5 Year Land Supply in Bromsgrove District' highlights that an allowance of 30 dwellings per annum should be included.

8.22 The sites and associated development trajectories identified in the SHLAA highlight that approximately 4,600 homes will be delivered in the period up to 2023. This equates to the equivalent of a 12 years supply of land that can be delivered without the need to alter Green Belt boundaries. Previous versions of the SHLAA have indicated that only 4,000 homes could be developed on non-Green Belt land. This increase of 600 is primarily due to the inclusion of a windfall allowance. The breakdown of the types of sites contributing to the 4,600 total is detailed in the table below:

<b>Source of Supply</b>	<b>No. of Dwellings</b>
Completions (2011-13)	386
Commitments	1052 <sup>12</sup>
Bromsgrove Expansion Sites	2106
Remaining Development Sites	179
Other SHLAA Sites	421
Windfall Allowance	480
<b>TOTAL</b>	<b>4624</b>

8.23 It is clearly essential that a full Green Belt Review is undertaken following the adoption of this Plan to ensure that land can be identified and allocated to ensure that the remaining 2,400 homes can be delivered. This will ensure that the Council is in a position to achieve the housing target of 7,000 by 2030.

8.24 An Employment Land Review was originally completed in June 2009 but this has since been updated in 2012. The minimum forecast requirements identify that a total of 19.9 hectares of employment land is required over the period 2010-2030. However, this figure is considered to be the absolute minimum required and does not take into account any losses of employment land during the plan period. Further land would also need to be made available

<sup>12</sup> This figure includes the development sites at Selsdon Close (Wythall), St. Godwalds Road (Bromsgrove), Birmingham Road (Alvechurch), Kendall End Road (Barnt Green), Kidderminster Road (Hagley) and Bleakhouse Farm (Wythall)

to ensure a balanced portfolio of employment land in terms of sufficient choice of available sites and locations up to 2030. On this basis and also considering the need to strike the right balance between housing and employment growth a minimum target of 28ha is considered appropriate.

8.25 As mentioned above the Council has a duty to cooperate on planning issues that cross administrative boundaries, particularly those which relate to strategic priorities. New housing is considered to be a strategic priority which Redditch Borough Council are unable to fully address within their own administrative boundary and require help immediately to achieve, and then maintain, a 5 year supply of housing land. Land has been identified within Bromsgrove District to deliver 3,400 homes to enable Redditch Borough to achieve their housing target of 6,400. Bromsgrove Council is also aware that Birmingham City Council may require assistance in achieving their housing target. The amount of development required is not yet known but the need for this housing is not immediate. Bromsgrove is also already to help meet the growth needs of Birmingham with the 700 houses currently being developed on the former MG rover plan at Longbridge. It is therefore considered that cross-boundary growth in relation to Birmingham can be addressed through the full Green Belt Review.

### **Consultation Feedback**

8.26 In accordance with the responses received, the plan period has been extended so that it in excess of a 15 year period is covered. In addition the Council has amended the housing and employment targets so that they are based on the most up to date evidence as suggested by some respondents. Concerns were also raised over the failure to address the growth needs of Redditch and Birmingham. The policy has been altered to reflect the concerns in relation to cross boundary growth. The key evidence for this is the Worcestershire Strategic Housing Market Assessment 2012 (SHMA) and the Employment Land Review Update (2012).

### **Sustainability Appraisal**

8.27 The policy performs well against a number of social and economic objectives due to the delivery of housing and creation of new jobs. However, the policy performs less favourably against some of the environmental objectives due to the loss of greenfield land and the potential loss of Green Belt towards the end of the plan period.

### **BDP3 Future Housing and Employment Growth**

<b>BDP1 Development Targets</b>		
<b>BROMSGROVE</b>		
<b>Type of development</b>	<b>Target</b>	<b>Timescale</b>
<b>Dwellings outside Green Belt</b>	4,600	2011-2023
<b>Green Belt Review</b>	2,400	2023-2030

<b>employment land in hectares (ha)</b>	28ha	2011-2030
<b>REDDITCH</b>		
<b>Type of development</b>	<b>Target</b>	<b>Timescale</b>
<b>dwelling units</b>	3400	2011-2030

**BDP3.1** It is proposed that prior to 2023 a full Green Belt Review will have been completed and further sites will have been allocated to contribute approximately 2,400 dwellings towards the 7,000 target.

**BDP3.2** The immediate release of Bromsgrove Town Expansion Sites and Other Development Sites is promoted in BDP5 with development expected throughout the plan period.

**BDP3.3** The Council will seek to maintain a 5 year supply of deliverable sites plus an additional buffer of 5% moved forward from later in the plan period (or 20% where there has been persistent under delivery of housing). Annual monitoring will be used to identify the required rate of housing delivery for the following five year period, based on the remaining dwellings to meet overall requirements. When a five year supply has been achieved the Council will consider whether granting permission would undermine the objectives of this strategy.

#### **BDP 4 Green Belt**

8.28 Ninety-one per cent of Bromsgrove District is currently designated as Green Belt, although this figure will fall to XX per cent with the release of land around Redditch. This forms an integral part of the West Midlands Green Belt, which was established to prevent the outward expansion of the conurbation. The NPPF requires Green Belt boundaries to be capable of enduring beyond the plan period and can only be altered in exceptional circumstances or through the preparation or review of the Local Plan. In view of the urgency to have an adopted up to date District Plan, the Council is progressing a plan that identifies sufficient land to deliver 4,600 of the 7,000 requirement by approximately 2023 without altering Green Belt boundaries. The Council acknowledges the remaining 2,400 homes cannot be delivered without altering Green Belt boundaries. In advance of 2023, a Green Belt Review will be undertaken which will remove sufficient land from the Green Belt to deliver the remaining 2,400 homes in the period 2023-2030 and address the longer term development needs of Bromsgrove District and adjacent authorities based on the latest evidence at the time. The general extent of the Green Belt as indicated on the Policies Map will therefore only be maintained in the short to medium term.

The Green Belt Review will take account of:

- the need to accommodate 2,400 dwellings in the period of 2023 to 2030;
- the need for identifying safeguarded land to meet longer-term development needs in Bromsgrove and possibly in the conurbation stretching 10 years beyond the plan period;

- the cross-boundary development needs of the conurbation in the plan period;
- Identification of the most sustainable sites to meet the needs identified

8.29 As mentioned in BDP 3 Future Housing and Employment Development, the amount of development required in relation to the conurbation is uncertain and will depend on the latest evidence available in the next District Plan review. For meeting the development needs in Bromsgrove, the total amount of land required will be approximately 330ha, including:

- 128ha<sup>13</sup> to deliver 2,400 dwellings until 2030;
- 188ha of safeguarded land to deliver 3,680 dwellings<sup>14</sup> for the 10 years beyond 2030;
- 14ha of safeguarded land to meet employment needs for the 10 years beyond 2030

The Green Belt Review will follow the approach in the settlement hierarchy (BDP2) for Bromsgrove related growth as follows:

- Significant growth in Bromsgrove Town
- Some growth in large settlements
- Limited opportunities for growth in small settlements

8.30 With Bromsgrove Town having a large variety of services and facilities and also the best access to regular public transport, it is the logical location for the largest proportion of growth. At this stage it is not considered appropriate to apportion a particular number or percentage of dwellings to tiers within the settlement hierarchy or individual settlements. This is considered to be inflexible and it is more important to focus on identifying the most suitable and sustainable sites for growth. The Council will work with neighbourhoods and consider Green Belt land around all identified settlements in the settlement hierarchy and potential sites identified in Neighbourhood Plans. This may lead to alterations to some settlement boundaries and some village envelopes where suitable sites for development are identified.

8.31 The Green Belt Review will also consider all land along the northern boundary of the District that adjoins the West Midlands conurbation to meet any growth needs arising from the conurbation. At this stage the quantum of development required is not yet known however the Council is working with the local authorities in the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) under the duty to co-operate to address this issue.

8.32 At this stage no further Green Belt alterations are proposed adjacent to Redditch Town, within Bromsgrove District. Redditch Borough Council has proposals for the future regeneration of Redditch Town Centre, which Redditch Borough Council believes would enable some longer term land availability to occur. Redditch Borough Council also considers that the likely deterioration of

<sup>13</sup> based on net density 65% developable area for housing at 30dph and the remaining 35% used for supporting infrastructure) e.g.  $((2,500/30)/65) \times 100$

<sup>14</sup> 367 dwellings per annum x 10 years



the 1960's and 1970's New Town areas may provide further regeneration scope within the next plan period.

8.33 Paragraphs 89 and 90 of the NPPF highlights the forms of development that are considered to be appropriate within the Green Belt. The Council intends to use this policy to provide a greater level of detail than what is provided within the NPPF which will aid decision making through the development management process.

8.34 The NPPF permits proportionate extensions to all building in the Green Belt. In terms of residential dwellings this is interpreted by the Council as extensions up to a maximum increase of 40% of the original dwelling or a maximum total floor space of up to 140m<sup>2</sup> (i.e. the original dwelling plus extension). Only extensions built before 1<sup>st</sup> July 1948 (the date of the first modern Planning Acts), should be considered to be part of the original dwelling. For the purpose of calculating the floorspace, only existing curtilage buildings located within 5 metres from the original dwelling house will be treated as forming part of the dwelling. New curtilage buildings located more than 5 metres from the dwelling house will normally be treated as inappropriate development. Any proposed extensions above the identified thresholds will be viewed as inappropriate development and would therefore only be permitted where very special circumstances exist.

8.35 The proposed threshold is the same as that used within Supplementary Planning Guidance 7 - Extensions to Dwellings in the Green Belt (adopted in 2004), which will be amended following the adoption of this Plan. The figure within SPG7 was determined after comprehensive analysis and an 8 week consultation. The Council considers that the situation in the District has not changed since then, that the principle was accepted in planning appeals and the same principle should therefore still apply.

8.36 As there are huge variations in terms of the size for non-residential buildings in the Green Belt across the District it is considered inappropriate to impose a percentage threshold on proportionate extensions. To ensure the openness and the purposes of including the land in Green Belt are maintained, all relevant proposals will be determined on their own merits to reflect what is considered to be proportionate in that particular instance. Issues that may be considered are the openness and the purposes of including the land in Green Belt, highway safety, visual amenities or environmental character resulting from additional traffic, parking facilities, provision of necessary services and amenity of nearby occupiers.

### **Consultation Feedback**

8.37 Most of the comments on Green Belt came from other policies, such as the development sites and employment policies. Comments on Green Belt were contradictory, a considerable amount of comments considered that the Council should do the Green Belt review now to ensure sufficient land is available for development, which should also include leisure development and allow businesses in the Green Belt to expand. At the same time, many

considered that Green Belt should be protected from development and some suggested that several designations of Areas of Development Restraint (identified in the existing local plan adopted in 2004) should be changed to Green Belt.

8.38 There were also some suggestions to provide further protection for the Green Belt, for example, to remove the right to retrospective planning and give higher priority to the openness of Green Belt. There were also comments on the policy repeating national guidance contained in PPG2 Green Belts.

## **Sustainability Appraisal**

8.39 The policy performs strongly in relation to environmental and social objectives in terms of identifying land for future housing in sustainable locations which could additionally contribute to maintaining the viability of the Town centre and local centres.

### **BDP 4 Green Belt**

**BDP4.1 The general extent of the Green Belt as indicated on the Policies Map will only be maintained as per BDP 4.2.**

**BDP4.2 A Local Plan Review including a full Review of the Green Belt will be undertaken in advance of 2023 to identify:**

- a) Sufficient land in sustainable locations to deliver approximately 2,400 homes in the period 2023-2030 to deliver the objectively assessed housing requirement for Bromsgrove District.**
- b) Safeguarded land for the period 2030-40 to meet the development needs of Bromsgrove and adjacent authorities based on the latest evidence ; and**
- c) Land to help deliver the objectively assessed housing requirements of the West Midlands conurbation within the current plan period ie. up to 2030.**

**BDP4.3 The Green Belt boundary review will follow the approach in BDP2 Settlement Hierarchy and take into account any proposals in Neighbourhood Plans. Where appropriate, settlement boundaries and village envelopes on the Policies Map will be revised to accommodate development.**

**BDP4.4 The development of new buildings in the Green Belt is considered to be inappropriate, except in the following circumstances:**

- a) Buildings for agriculture and forestry;**
- b) Appropriate facilities for outdoor sport and outdoor recreation, for cemeteries, and for other uses of land which preserve the openness of the Green Belt and do not conflict with the purposes of including land in it;**
- c) Extensions to existing residential dwellings up to a maximum of 40% increase of the original dwelling or increases up to a maximum total floor space of 140m<sup>2</sup>;**

- d) **Proportionate extensions to non-residential buildings taking into account the potential impact on the openness and the purposes of including the land in Green Belt. Proposals that can demonstrate significant benefits to the local economy and/or community will be considered favourably;**
- e) **The replacement of a building, built with the intention of being permanent, provided the new building is in the same use and should not be materially larger than the original building;**
- f) **Limited infilling in Green Belt settlements and rural exception sites in accordance with BDP 9 Rural Exception Sites;**
- g) **Limited infilling or the partial or complete redevelopment of previously developed sites that would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.**

### **BDP5 Bromsgrove Strategic Site Allocations**

8.40 As previously mentioned the Council intends to deliver approximately 7,000 homes in the 19 years between 2011 and 2030. At the time of writing, 386 homes have already been completed, 99 are under construction and a further 953 dwellings have outstanding planning consents. On this basis approximately a further 5,562 dwellings will need to come forward by 2030. To achieve this aim it is considered necessary to allocate sites without delay. This will provide clarity for all interested parties on where the homes will be located and how the targets will be achieved.

8.41 The allocations will be separated into two separate forms. Firstly, there are the three Bromsgrove Town Expansion sites which all need to come forward to maximise delivery prior to a Green Belt Review. Separate to this are the Other Development Sites which are primarily the smaller sites located around the District which also have an important role to play in achieving housing targets. Realistic capacity figures identified for the sites can be found in table 2 of this document. The figures reflect further detailed site assessment work and discussions with relevant stakeholders taking into account any constraints and on-site infrastructure requirements.

#### **A) Bromsgrove Town Expansion Sites**

8.42 Bromsgrove Town is the most sustainable location for significant growth within the District due to the wide variety of services, facilities and employment opportunities available. In addition there are existing public transport links by both bus and rail, which, with further investment in infrastructure and services will help to provide people with a realistic alternative to the car. With the greatest need and demand for housing in Bromsgrove Town, it is a logical location for growth.

8.43 Sustainable urban extensions are proposed around the west and north of Bromsgrove Town. There are three development opportunities, as shown on Map1 below, that individually and collectively are of such a scale and significance that they are central to the success of the Bromsgrove District

Plan. In recognition of this, and to enable progress as quickly as possible, their development is promoted directly through the policies, explanatory text and illustrative diagrams in the Bromsgrove District Plan. The sites are:

- Norton Farm, Birmingham Road (BROM1)
- Perryfields Road (BROM2)
- Whitford Road (BROM3)

8.44 Whilst these three sites are physically separate and under different land ownerships the Council considers that there could be opportunities for joint working that could deliver benefits for the town. For example, Green Infrastructure and Transport Strategies will extend beyond site boundaries improving linkages into the Town and the wider countryside and therefore it is essential that such matters are addressed in a holistic manner. Whilst the sites are unlikely to come forward together a level of collaborative working should ensure a good mix of uses with the right amount of infrastructure to meet local needs in the District.

**8.45 The policy itself focuses on the principles of development and is not intended to provide policy guidance in every respect. It must therefore be read in conjunction with other policies contained within the Bromsgrove District Plan and any other relevant policies including the NPPF.**

### **BROM1, BROM2 and BROM3**

8.46 The three sites provide opportunities for logical extensions to existing urban areas to the west and north of the town. With the M5 and M42 providing defensible long term boundaries, the impact on the wider Green Belt would be negligible. The combined area of the strategic allocations are approximately 111 hectares of which 12 hectares are on BROM 1, 75 hectares are on BROM 2 and 24 hectares on BROM 3.

8.47 Due to the scale of BROM 2 there is an opportunity to provide a full mix of uses to maximise sustainability and provide wider community benefit. Uses will include housing; employment; improved walk, cycle and public transport links; a local centre and retail and community facilities such as play facilities and sports pitches.

8.48 Sidemoor First School is located in the heart of BROM 2. It is therefore logical that the local centre is located in close proximity to the school to create a communal hub to the development where a range of services and facilities can complement each other. This should also include parking provision to cater not only for the local centre but also overflow parking for the school at busy times. To enhance the attractiveness of the proposed local centre some amenity green space should also be provided to create a 'village green' type setting.

8.49 All allotments in Bromsgrove are full and each has waiting lists for plots. The significant increase in population from this development would further increase the pressure for allotment space in the town. An allotment site should

therefore be included within the development. The most appropriate location would be adjacent to the 100% affordable housing scheme.

8.50 It has been identified that there is a specific requirement for adult football pitches due to increased participation in the Bromsgrove leagues. Provision would also need to include access, parking and changing facilities. It is preferable for these facilities to be concentrated in a single location on BROM 2 adjacent to the King George V playing fields.

8.51 It is preferable for the three expansion sites to include a small number of large play areas rather than a larger number of small play areas. This will enable a wider range of play equipment to be provided in selected locations that will be easier to maintain. It is however, important that all residents have access to such a facility within a 10 minute walk. The exact amounts of open space required on each site will depend upon the amount and type of dwellings proposed. Whilst the Council would expect the vast majority of provision to be provided on-site, some off-site commuted sums may be appropriate where a better outcome can be achieved through improvement or expansion of existing facilities such as at Sanders Park.

8.52 The development of these sites would make a significant contribution towards delivering locally identified housing targets. However, it is critical that in order to achieve these targets that new housing addresses local need rather than encouraging further in-migration into the District. Therefore detailed development proposals will need to conform with other policies in the Bromsgrove District Plan that focus on the delivery of 2 and 3 bedroom units and up to 40% affordable housing. Evidence gathered also identifies a need in the District for housing suitable for the elderly and this site provides an opportunity to address this need. Whilst building to Lifetime Home Standards ensures homes are compatible for the elderly there is also a need for more specialised accommodation such as an 'extra care' village that offers varying degrees of residential care. It is not only the type and size of dwellings that are important, they must also be of high quality design and be constructed in a sustainable way to maximise energy efficiency, embrace opportunities for renewable energy use and provide good accessibility to existing and/or proposed community facilities.

8.53 One of the key overarching objectives of all three sites is that the development should minimise the use of car based travel. This will require significant improvements to public transport and the improved provisions for walking and cycling.

8.54 The proximity of the motorway means that air and noise quality will be an issue that requires further investigation and mitigation. The sites (particularly BROM 1) are also located near to an Air Quality Management Area (AQMA) at junction 1 of the M42. The design of any new development will need to take the existence of the AQMA into full consideration to avoid any additional adverse impact.

## **Consultation Feedback**

8.55 A wide range of consultation responses were received in relation to the policy and in particular the choice of site allocations. Across all the sites a range of issues were raised including traffic congestion; lack of infrastructure; loss of greenfield land; impact on biodiversity and pollution. However, it is considered that many of the matters can be addressed through the implementation of this policy, for example, the policy seeks to retain important biodiversity features and implement a strategy to manage traffic. Planning contributions will be sought where appropriate to deliver new and improved infrastructure. It is acknowledged that development will result in the loss of greenfield land, however, there is a lack of suitable brownfield alternatives and there is a high level of housing need in the District. It is also important to note that the sites were identified as Areas of Development Restraint (ADR) in the Bromsgrove District Local Plan (Adopted 2004) which means that they were identified for future development and are not in the designated Green Belt.

8.56 Wording changes were also sought by some respondents to CP4A (now BDP5A). Some felt that criteria i to viii contained elements of repetition of either other Bromsgrove District Plan policies or national policy and were also too generic. Detailed local assessments have identified issues that are particularly relevant to the urban extensions and Officers therefore consider that it is important that these issues are addressed and dealt with strategically in the development of BROM 1, BROM 2 and BROM 3.

8.57 Other respondents considered that the criteria could delve into greater detail on issues such as highway improvements, ecological connectivity, SuDs and heritage assets. It was also suggested that the policy should seek to maintain 40% open space, set a maximum limit for retail floor space and remove the terminology 'landscape geodiversity features'. The Council made some of the proposed changes in relation to highway improvements and SuDs however some of the proposals were considered to create unnecessary duplication with other policies in the plan. The Council considered the imposition of a 40% open space target and a retail target was too prescriptive and could unduly constrain development.

8.58 The Council have continued to gather evidence in relation to the sites and engaged with relevant stakeholders which have resulted in minor changes to the capacities of each of the sites.

### **Sustainability Appraisal**

8.59 The policy performs well against a number of SA objectives for several reasons including the delivery of affordable housing, job creation and access to facilities and services. The policy performs less favourably against some of the environmental objectives due to the loss of greenfield land and the loss of high quality agricultural land. However, given the lack of brownfield alternatives available and the presence of much high quality of agricultural land around the town this is inevitable. The recommendation for mitigation is the creation of a detailed Masterplan that addresses a full range of issues including biodiversity and green infrastructure.

## **BDP5A) Bromsgrove Town Expansion Sites policy**

**BDP5A.1** The mixed use urban extension is proposed across three sites that will create a sustainable and balanced community that integrates into the existing residential areas of Bromsgrove. The development will fully address the social, economic and environmental aspects of sustainable development and will consist of approximately 2106 dwellings, 5 hectares of employment land, local centre(s), retail and community facilities.

**BDP5A.2** Of this total allocation BROM1 will include a minimum of 316 dwellings and associated community infrastructure that should include public open space with play facilities.

**BDP5A.3** BROM2 will contain a minimum of 1300 dwellings, 5 hectares of local employment land (office and/or light industry), a local centre and community facilities.

**BDP5A.4** A local centre should also be provided on BROM2 that provides a mix of retail and other A class uses. The local centre should be located adjacent to Sidemoor First School, include sufficient parking to cater for its own needs and also the school at busy times and amenity green space should also be provided.

**BDP5A.5** The community facilities should consist of a community hall, large equipped play areas, sports pitches and an allotment site. There is a specific requirement for adult football pitches adjacent to the King George V playing fields and associated infrastructure including access, parking and changing facilities should also be provided.

**BDP5A.6** BROM3 will include a minimum of 490 dwellings and associated community infrastructure that should include public open space with play facilities and small scale local retail.

**BDP5A.7** It is required that:

- a) The residential development reflects the local need of a high proportion of 2 and 3 bedroom properties and contains up to 40% affordable housing (which should include an appropriate mix of social rent, affordable rent and intermediate housing);
- b) To address the housing needs of the elderly all dwelling should seek to achieve Lifetime Home Standards and BROM2 should contain an 'extra care' type facility of approximately 200 units;
- c) An overall transport strategy will be developed that maximises opportunities for walking and cycling making full use of the Sustrans route No. 5 (in BROM2) and Monarch's Way (adjacent to BROM3);
- d) Significant improvements in passenger transport will be required including integrated and regular bus services connecting the new and existing residential areas to the railway station, with the Town Centre as the focal point of the network. In particular, a regular service

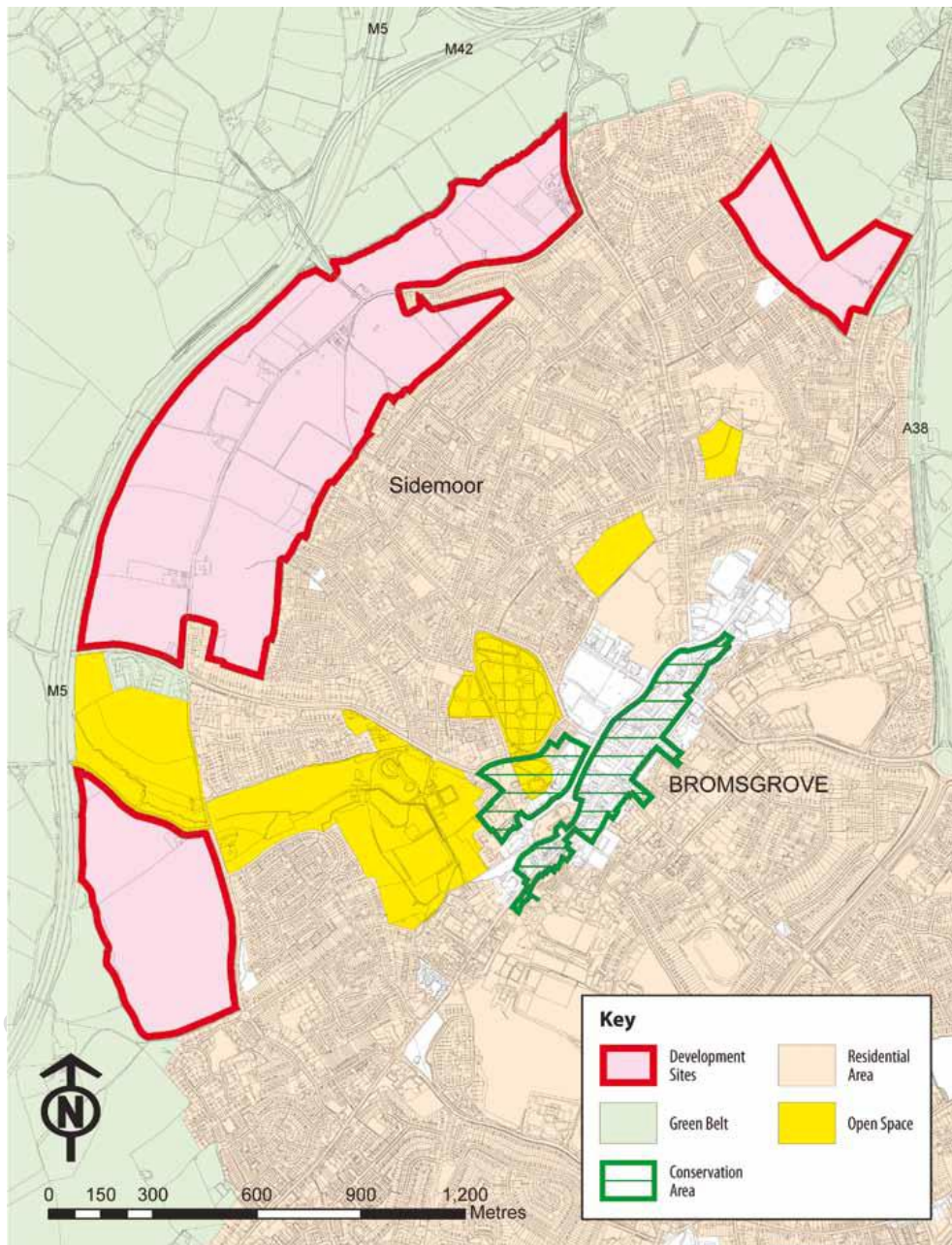
- should be routed through BROM2 and into the residential area of Sidemoor which would provide benefits for the wider community;
- e) It will be necessary to manage the cumulative traffic impact generated by the new developments following the implementation of measures which maximise the use of walk, cycle and passenger transport modes. All proposals must be subject to appropriate appraisal in consultation with Worcestershire County Council and consistent with LTP3 policies and design standards. Full consideration must be made of the impact on the wider transport network, including that managed by the Highways Agency;
  - f) Noise and air pollution emanating from the M5 and M42 will need to be addressed ensuring that sensitive land uses and the AQMA at junction 1 of the M42 are not unduly impacted upon;
  - g) All development must be of a high quality and locally distinctive to Bromsgrove, thereby enhancing the existing character and qualities that contribute to the town's identity and create a coherent sense of place. There should be a continuous network of streets creating a permeable layout and the use of continuous building lines to help define streets;
  - h) The development will need to reflect the topography of the sites, with built form avoiding the prominent ridgelines on both BROM1 and BROM3;
  - i) The sites will have an overall strategy for green infrastructure ( incorporating SuDS and blue infrastructure) that maximises opportunities for biodiversity and recreation throughout, creating a green corridor around the Battlefield Brook (BROM2) and in the case of BROM3, links to Sanders Park;
  - j) Important biodiversity habitats and landscape features should be retained and enhanced with any mitigation provided where necessary. There should be no net loss of hedgerow resource within the sites. Full account should be taken of protected and notable species (e.g badgers, reptiles, water voles and bats);
  - k) Flood risk from the Battlefield Brook on BROM2 and BROM3 should be addressed through flood management measures to protect and enhance the District's watercourses and enable development appropriate to the flood risk; and surface water run off must be managed to prevent flooding on and around all of the sites through the use of SuDS<sup>15</sup>. In accordance with the objectives of the Water Framework Directive, development should ideally enhance, or at least not worsen, water quality;
  - l) Sewerage capacity issues will be satisfactorily addressed in Bromsgrove Town through engagement with both Severn Trent Water Ltd and the Environment Agency;
  - m) The developments should seek to incorporate zero or low carbon energy generation technologies e.g Combined heat and power, ground source heat pumps and/or solar power; and
  - n) Financial contributions for infrastructure provision will be required as detailed in BDP6 Infrastructure Contributions.

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<sup>15</sup> Some SuDS will need to be approved by the Science Advisory Board (SAB)



## Map x Bromsgrove Town Expansion Sites



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### BDP5 B) Other Development Sites

8.60 As aforementioned the supply of brownfield land, identified within the Strategic Housing Land Availability Assessment (SHLAA), which is currently suitable and available for development is insufficient to meet locally identified housing targets. This means that greenfield sites will need to be released immediately to achieve a suitable supply of housing. This will initially be achieved through the allocation of expansion sites around Bromsgrove Town as outlined above. However, these sites alone will be insufficient to maintain a suitable supply throughout the plan period. They are also large sites which may be difficult to fully deliver in the short term. Other smaller greenfield sites, that

are highlighted in the SHLAA, will therefore ensure an adequate supply of land is maintained. These are primarily the areas that were reserved for future development in the Local Plan, formerly known as Areas of Development Restraint (ADR) and will now be referred to as 'development sites'<sup>16</sup>.

8.61 It should be stressed that these development sites are not designated as Green Belt land and are required as they will make a significant and cumulative contribution towards delivering locally identified housing targets. They are also located within or close to existing larger settlements which are considered to be sustainable locations and have a good range of existing services available, some of which include for example a railway station, schools and shops.

### **Alvechurch**

8.62 Two small development sites are located on the northern edge of the existing residential area of Alvechurch. The first site, which has an area of approximately 1.06 hectares, is located on the corner of Birmingham Road and Old Rectory Lane and is predominantly in agricultural use or is grassland. The second site has an area of around 0.6 hectares and is located to the rear of houses fronting Birmingham Road, with a branch of the Worcester and Birmingham canal located to the western boundary, as shown on map 2. At the time of writing outline planning permission for 25 dwellings has been granted for the Birmingham Road/ Rectory Lane site (13/0026). Land adjoining Crown Meadow, Birmingham Road, Alvechurch has full permission for 27 dwellings (11/0672) and is currently under construction

### **Barnt Green**

8.63 Also included in the list of other development sites is land at Barnt Green, identified as an 'unzoned area' in the Bromsgrove District Local Plan (BDLP). The site has a developable area of approximately 5 hectares (this excludes Cherry Hill Coppice, the Barnt Green Inn and the cricket pitch) and is identified on map 3. At the Public Inquiry held into the Proposed Modifications of the BDLP the Inspector identified that the site<sup>17</sup> at Barnt Green was a suitable location for some ADR provision. Following a High Court challenge whereby the views of the Inspector were upheld and after due consideration, BDC now concur with this view. The boundary of the site has been redrawn to show the developable area and the remaining 'unzoned land' has been placed into the Green Belt as it should have been shown previously on the Proposals Map. At the time of writing the site has outline planning permission for 88 dwellings (11/0741).

### **Catshill**

8.64 This site is located to the north western edge of the residential area of Catshill, to the rear of houses fronting Stourbridge Road and bounded in part to the north by the M5. It totals some 6.04 hectares in area, is vacant and has a watercourse running through it, together with associated flood plain and is shown in map 4. This site now has reserved matters planning permission for 80 dwellings (12/0586).

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<sup>16</sup> Please see individual plans showing the boundaries of each development site

<sup>17</sup> As shown on plan

### **Frankley**

8.65 This site is located close to the boundary with Birmingham in the north western sector of the District. The site is approximately 6.66 hectares in area and is currently vacant. Restrictive covenants affect the site which limit both its use and developable area (See map 5).

### **Hagley**

8.66 This large site, located to the south of Kidderminster Road (A456) and to the west of the A491, is almost 22 hectares in area, as indicated on map 6. It is predominantly agricultural land with some residential development to the southern end of the site. Gallows Brook bisects the site. It is considered that this site could provide a sustainable mixed use development comprising community leisure, employment and residential development. The site is made up of 4 portions. At the time of writing one portion has outline planning permission for 175 dwellings (12/0593), outline planning permission for 70 dwellings has been approved on another portion (12/0875), 38 dwellings are expected from the appeal site at Brook Crescent, whilst the remainder has capacity for approximately 18 dwellings.

### **Ravensbank expansion site**

8.67 This site is located to the south/east of the existing Ravensbank employment site and is approximately 10 hectares in area, as indicated on map 7. The original employment site caters for Redditch Borough's needs and it is envisaged that this expansion site will provide additional capacity for Redditch's future needs on a similar basis. This site is part of the Redditch Eastern Gateway, a strategic employment site, which is being promoted by the Worcestershire Local Enterprise Partnership.

### **Wagon works/St Godwalds Road**

8.68 This development site is located south of existing residential development at Scaife Road, south/west of St Godwalds Road and in relative close proximity to Bromsgrove railway station, as shown on map 8. This site comprises almost 8 hectares of land and has planning permission for 181 dwellings following a reserved matters application (12/0708).

### **Wythall**

8.69 Comprises two development sites located to the north (Bleakhouse Farm) and east (Selsdon Close) respectively of the existing residential area at Wythall, as shown on map 9. The first site is approximately 6.3 hectares in area and the second smaller site has an area of approximately 3.1 hectares. At the time of writing the land at Bleakhouse Farm has outline planning permission for 178 dwellings (12/0912). Selsdon Close has planning permission and 76 homes are now under construction.

### **Consultation Feedback**

8.70 A wide range of consultation responses were received in relation to this policy and in particular the choice of site allocations. Across all the sites a range of issues were raised including traffic congestion, lack of infrastructure, loss of greenfield land, impact on biodiversity and air quality. It is considered that

many of the matters can be addressed through the implementation of the District Plan as a whole which, for example, seeks to address noise and pollution issues, retain important biodiversity (as part of Green Infrastructure) and implement a strategy to manage traffic. Planning contributions will be sought where appropriate to deliver new and improved infrastructure. It is acknowledged that development will result in the loss of greenfield land, however, there is a lack of suitable brownfield alternatives and there is a high level of housing need in the District.

8.71 Wording changes were also sought by some respondents to ensure development sites:

- Allow flexibility as to how the 40% affordable housing is allocated.
- Reflect and incorporate flood management measures to protect and enhance the District's watercourses
- Retain and enhance Green Infrastructure and incorporate SuDS

8.72 Many of the proposed changes were appropriate however these amendments were considered to create unnecessary duplication with other policies in the plan.

8.73 Concern was raised regarding the loss of certain assets, such as the cricket pitch and Barnt Green Inn on Barnt Green development site, which was never the intention but was not clear in the Plan. Therefore the Barnt Green development site map has been amended to clarify the specific developable area.

8.74 The Catshill development site boundary map has been amended to reflect what is considered to be the developable area.

8.75 The Council recognise the importance of continuing to liaise with relevant stakeholders to discuss any further site issues.

8.76 Submissions for alternative sites were received, predominately for Green Belt sites which would be considered in the event of a Green Belt review. The Council will continue to gather information from developers regarding realistic capacities and delivery time scales for sites and update the SHLAA and subsequent versions of the Plan accordingly.

### **Sustainability Appraisal**

8.77 The policy performs well against a number of SA objectives for several reasons including the delivery of affordable housing, job creation and access to facilities and services. The policy performs less favourably against some of the environmental objectives due to the loss of greenfield land. However, the proposals do not result in the loss of Green belt land. Given the lack of brownfield alternatives available within the District the loss of some greenfield land is inevitable. The recommendation for mitigation is the creation of a detailed Masterplan that addresses a full range of issues including biodiversity and green infrastructure.

## BDP5 B) Other Development Sites Policy

BDP5B Table 3 highlights development sites which will contribute to housing needs in Bromsgrove District for the period 2011-2030. The table identifies the potential capacities on each site and sites which have already received planning permission.

**Table 3 Scale of Development**

Development Sites	Map No.	Area (hectares)	Suitable use	Potential capacity	Received permission
<b>Alvechurch</b>					
<b>Land Adjoining Crown Meadow</b>	<b>2</b>	<b>0.6</b>	<b>housing</b>	<b>27</b>	<b>27</b>
<b>Birmingham Road/ Rectory Lane</b>	<b>2</b>	<b>1.06</b>	<b>housing</b>	<b>25</b>	<b>25</b>
<b>Barnt Green</b>	<b>3</b>	<b>5</b>	<b>housing</b>	<b>88</b>	<b>88</b>
<b>Catshill</b>	<b>4</b>	<b>6.04</b>	<b>housing</b>	<b>80</b>	<b>80</b>
<b>Frankley</b>	<b>9</b>	<b>6.6</b>	<b>open space/housing</b>	<b>66<sup>18</sup></b>	<b>-</b>
<b>Hagley</b>	<b>5</b>	<b>21.9</b>	<b>mixed use<sup>19</sup>- community leisure/employment/residential</b>	<b>301<sup>20</sup></b>	<b>273</b>
<b>Ravensbank expansion site (for Redditch's needs)</b>	<b>8</b>	<b>10.3</b>	<b>employment</b>	<b>-</b>	<b>-</b>
<b>Wagon works/St Godwalds Road</b>	<b>6</b>	<b>7.8</b>	<b>housing</b>	<b>181</b>	<b>181</b>
<b>Wythall</b>					
<b>Selsdon Close</b>	<b>7</b>	<b>3.1</b>	<b>housing</b>	<b>76</b>	<b>76</b>

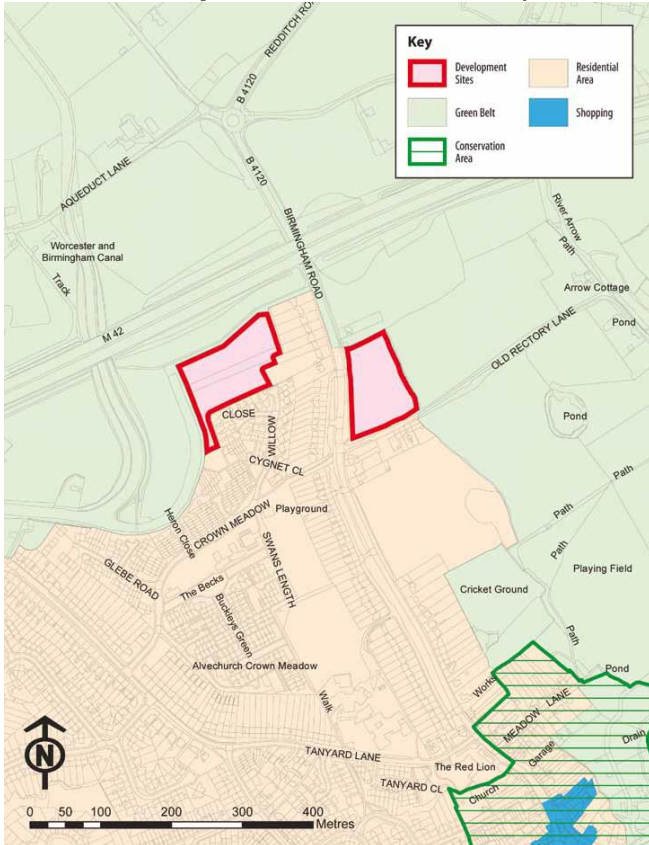
<sup>18</sup> The site has some protection in terms of open space and also has restrictive covenants which limit its use and developable area.

<sup>19</sup> As combined area of sites is significantly greater than other areas, a mixed use development here is considered a more sustainable option. Sites could be developed in various proportions for community leisure, employment and residential uses.

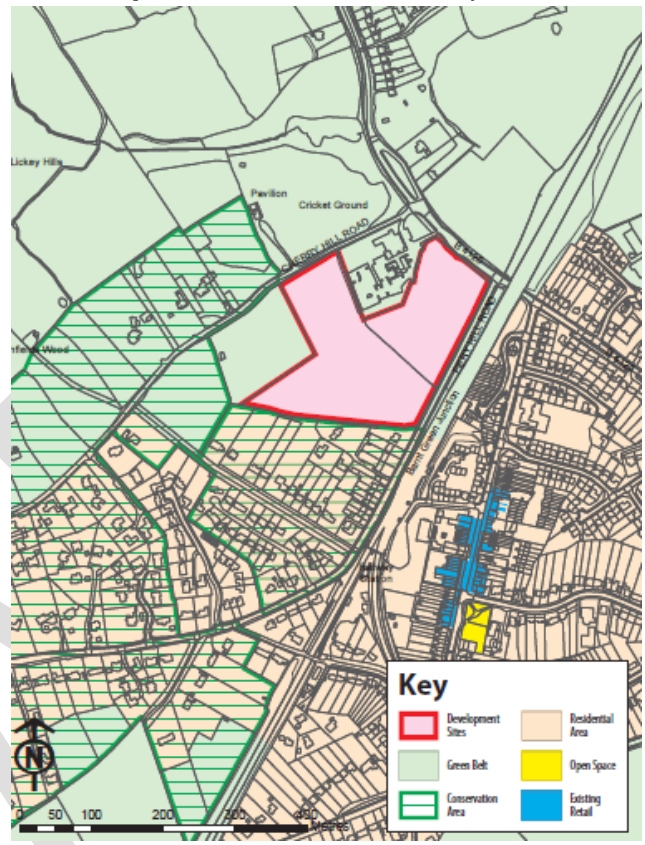
<sup>20</sup> Potential capacity of 301 is made up by 4 portions; 175 homes have outline planning approval, 70 dwellings outline planning approval from the Western Road portion, 38 dwellings from the appeal site at Brook Crescent and a further 18 dwellings expected on the remainder.

<b>Bleakhouse Farm</b>	<b>7</b>	<b>6.3</b>	<b>housing</b>	<b>178</b>	<b>178</b>
<b>TOTALS</b>		<b>68.7</b>		<b>1022</b>	<b>938</b>

**Map 2 Alvechurch Development Sites**

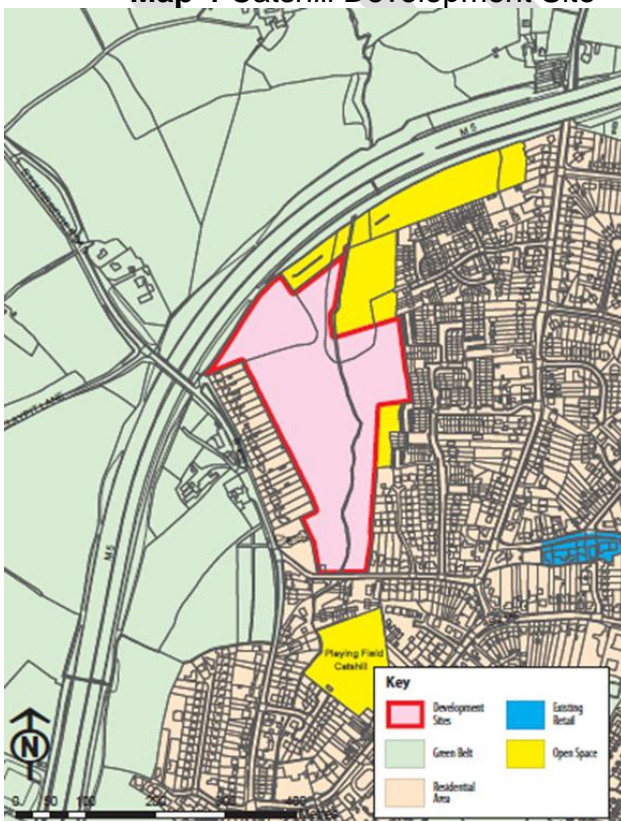


**Map 3 Barnt Green Development**

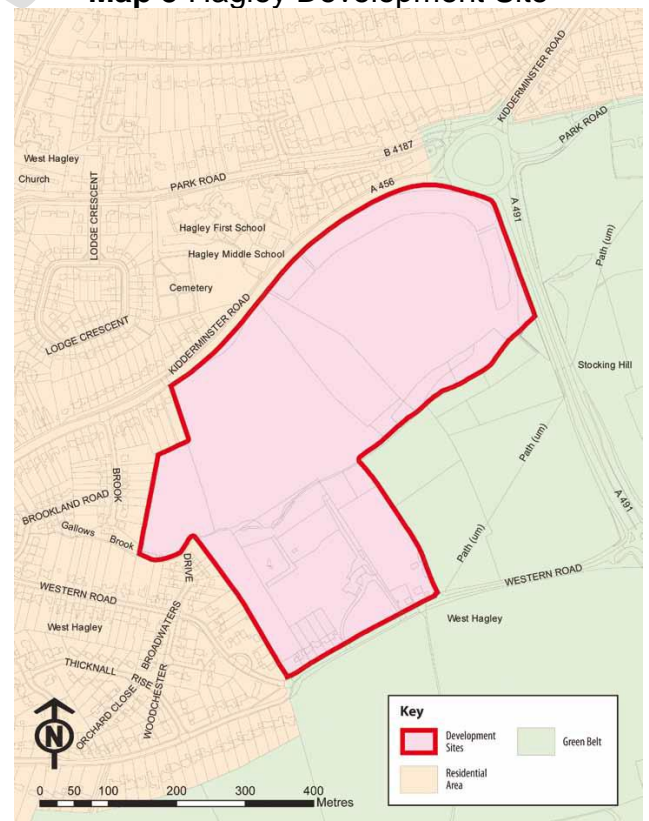


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**Map 4 Catshill Development Site**



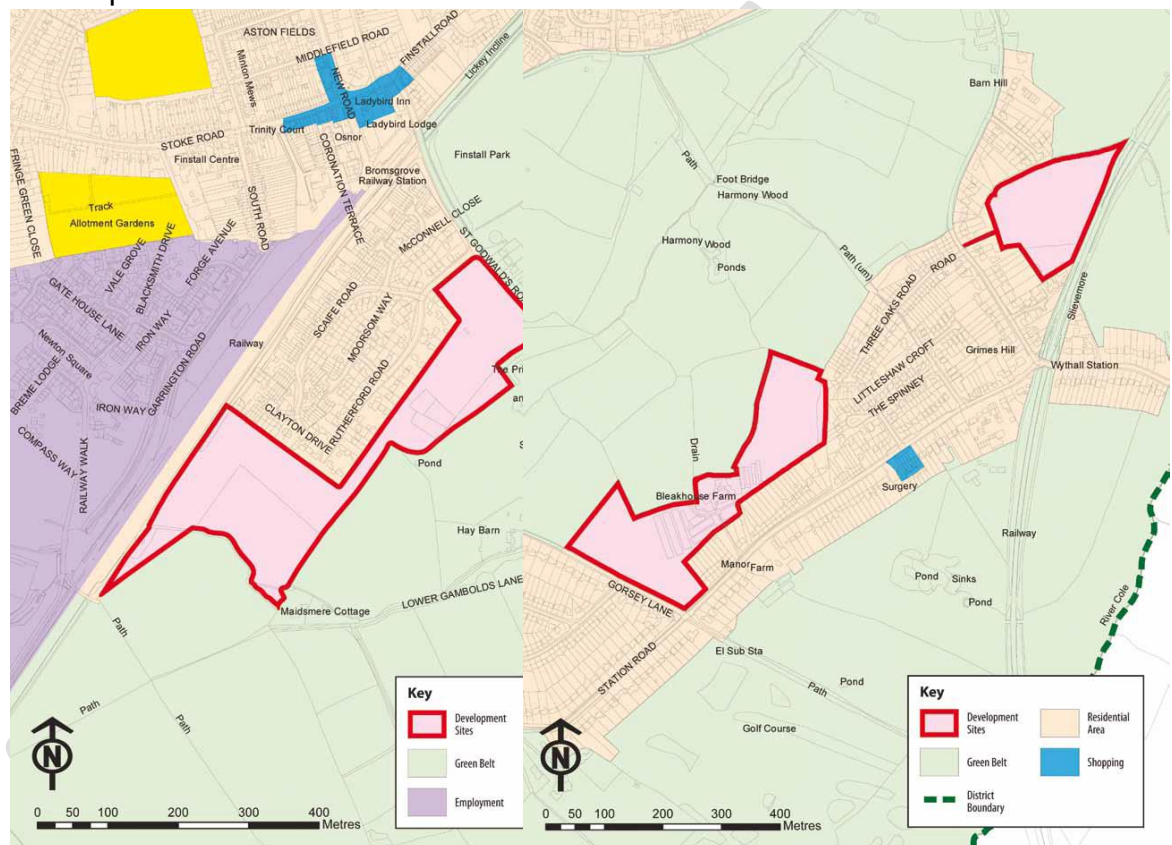
**Map 5 Hagley Development Site**



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 100023519. 2010

**Map 6** Wagon Works Development Site  
 Development Sites

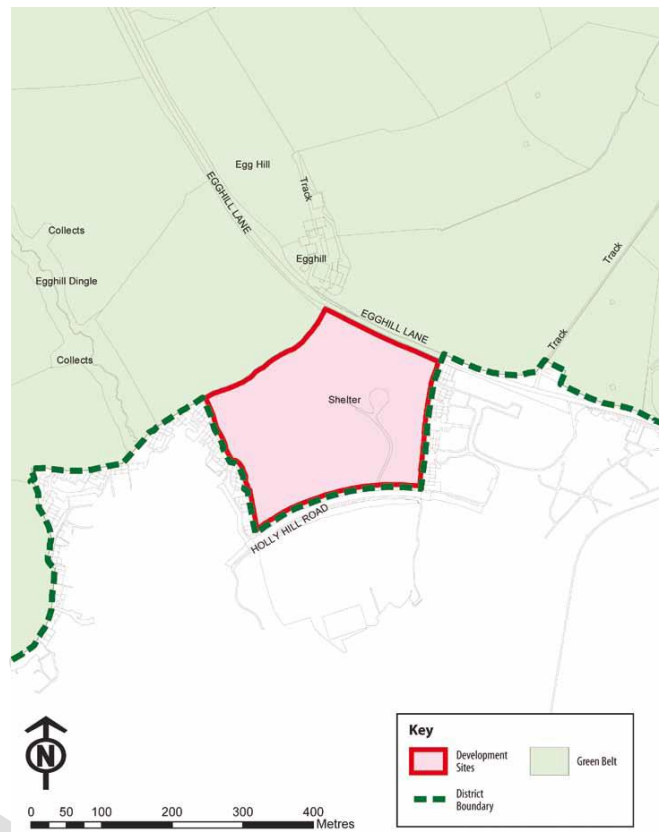
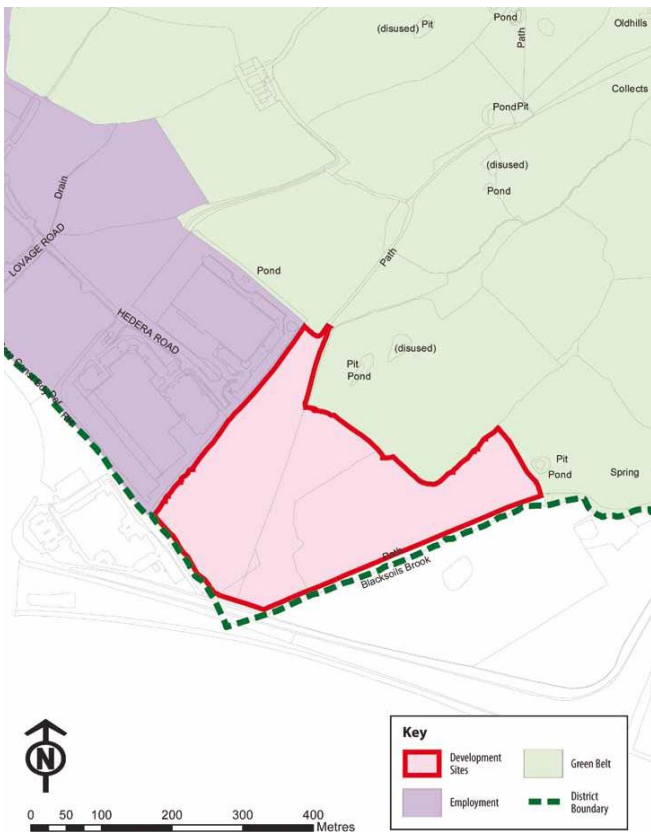
**Map 7** Wythall



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**Map 8** Ravensbank Expansion Site  
 Development Site

**Map 9** Frankley



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## RCBD1 Redditch Cross Boundary Development

RCBD1.1 The Worcestershire Strategic Housing Market Assessment (SHMA) identifies that Redditch's housing requirements up to 2030 should be around 6,380 dwellings. The Redditch Strategic Housing Land Availability Assessment (SHLAA) identifies that Redditch Borough only has the capacity to accommodate around 3000 dwellings within its own boundaries, leaving a shortfall of around 3400. Bromsgrove District Council and Redditch Borough Council have worked together in accordance with the Duty to Cooperate to find preferred locations to accommodate this shortfall. An assessment (Housing Growth Development Study January 2013) has been carried out, building upon a consultation conducted in 2010, to ensure that the most suitable and sustainable sites have been selected.

RCBD1.2 Two sustainable mixed use urban extensions (Foxlyidate and Brockhill) are proposed adjacent to the west and north of Redditch Town which will deliver two new sustainable communities. The two development sites, as shown on Page X, will provide a minimum of 3400 dwellings and comprehensive provision of associated new infrastructure to meet some of Redditch's housing requirements up to 2030. These sites are currently designated as Green Belt; however exceptional circumstances exist to allocate these sites to meet development needs. These developments will create balanced communities that fully integrate into the existing residential areas of Redditch, addressing the social, economic and environmental elements of



sustainable development, whilst being sympathetic to the surrounding rural areas of Bromsgrove.

**RCBD1.3 Site 1 Foxlydiate** is located to the north western side of Redditch within the Parish of Bentley Pauncefoot and will provide opportunities to improve facilities and services in the wider Webheath area. It also offers the opportunity to extend existing bus services and through the provision of facilities within development has the potential to reduce the need to travel.

**RCBD1.4 Site 2 Brockhill** is located to the north of Redditch, partly within the Parish of Tutnall and Copley, has good access to Redditch Town Centre, is well served by existing bus routes and has employment close by.

#### **RCBD1.5.1 Consultation Feedback**

A wide range of consultation responses were received in relation to the policy and in particular the choice of site allocations. Across all of the sites a range of issues were raised including traffic congestion, lack of infrastructure, loss of greenfield/Green Belt land, impact on biodiversity and pollution. However, it is considered that many of the matters can be addressed through the implementation of this policy, for example the policy seeks to retain important biodiversity features and implement a strategy to manage traffic. Some infrastructure requirements will be provided as part of any new development and where appropriate planning contributions will be sought to deliver new and improved infrastructure. It is acknowledged that development will result in the loss of greenfield and Green Belt land, however there is a lack of suitable brownfield alternatives and there is a high level of unmet housing need in the Borough.

#### **RCBD1.5.2 Sustainability Appraisal**

The policy performs well against a number of SA objectives for several reasons including the delivery of affordable housing, job creation and access to facilities and services. The policy performs less favourably against some of the environmental objectives due to the loss of greenfield and Green Belt land. However, given the lack of brownfield alternatives available this is inevitable. The recommendation for mitigation is the creation of a detailed Masterplan that addresses a full range of issues including biodiversity and green infrastructure.

#### **RCBD1.1 Redditch Cross Boundary Development**

**RCBD1.6 Two mixed use urban extensions are proposed (as shown on Map RCBD1 X) across two sites adjacent to Redditch and are appropriate to deliver a minimum of 3400 dwellings and comprehensive provision of associated new infrastructure to meet some of Redditch's housing requirements up to 2030.**

**RCBD1.7 Site 1 Foxlydiate will include a minimum of 2800 dwellings, a first school and a Local Centre, including associated community infrastructure.**

**RCBD1.8 Site 2 Brockhill will contain a minimum of 600 dwellings which will integrate with the Strategic Site at Brockhill East, as shown in the Redditch Local Plan No.4 and should integrate well into the existing urban fabric of Redditch.**

**RCBD1.9 In order to achieve these sustainable new communities all aspects of the delivery of the urban extensions must be in accordance with the Policies contained within the Bromsgrove Development Plan and any other relevant Policies. In addition, it is a requirement that the following principles are applied to both sites:**

**RCBD1.10 The residential development will reflect the local requirements as detailed in the most up-to-date Housing Market Assessment and comprise of up to 40% affordable housing with a flexible mix of house types and tenures.**

**RCBD1.11 An overall Transport Assessment will be produced taking into account the cumulative and wide ranging effects of development on transport infrastructure including new and improved access arrangements, which are in keeping with the structured road hierarchy.**

**RCBD1.12 Significant improvements in passenger transport will be required resulting in integrated and regular bus services connecting both sites to key local facilities. In particular, services should be routed through both Site 1 Foxlydiate and Site 2 Brockhill, with all dwellings to be located within 250m of a bus stop.**

**RCBD1.13 Walking and cycling routes should be well integrated with the Green Infrastructure Network. Site 1 Foxlydiate should make full use of existing walking and cycling routes, such as Sustrans Route No. 5 and Monarch's Way and Site 2 Brockhill should create routes.**

**RCBD1.14 Both sites will have an overall Strategy and Management Plan for Green Infrastructure which maximises opportunities for biodiversity and recreation, whilst protecting existing biodiversity habitats and landscape geodiversity. Green Corridors should be created around Spring Brook in Site 1 Foxlydiate and the Red Ditch in Site 2 Brockhill. Both sites should be sensitively designed to integrate with the surrounding existing environment and landscape. In particular, development should be respectful and sympathetic to the topography of the sites, with no development on prominent ridge lines and where appropriate retain tree lined boundaries.**

**RCBD1.15 Flood risk from the Spring Brook on Site 1 Foxlydiate and the Red Ditch on Site 2 Brockhill East should be managed through measures that work with natural processes to improve the local water environment. Surface water runoff must be managed to prevent flooding on, around and downstream of the both sites through the use of Sustainable Drainage Systems (SuDS). A supporting risk assessment will be provided as SuDS**



## **BDP6 Infrastructure Contributions**

8.78 The Infrastructure Delivery Plan (IDP) will identify the required infrastructure to ensure that the Plan is deliverable. Development often has an impact on service provision and requires new infrastructure to be provided. It is therefore considered reasonable that developers contribute towards new and/or improved infrastructure that is designed to mitigate these impacts provided that this does not affect the viability of the proposed scheme. It is considered that adequate infrastructure should be provided to support new development at an appropriate stage. **Contributions from a particular development will be fairly and reasonably related in scale and kind to the relevant scheme.** The Council will work in partnership with infrastructure providers, grant funders and other delivery agencies in seeking the provision of the necessary infrastructure to support new development.

8.79 The principle of securing developer contributions towards infrastructure in order 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 formalised through S106 agreements. It is however envisaged that a standard charge would be levied on all new development as has been practiced on various schemes around the country. This does not mean that planning obligations will cease to be used as there will, in certain circumstances, be site specific issues that can only be mitigated through a S106 agreement. The IDP will be used as part of the evidence base to support the Community Infrastructure Levy (CIL) charging schedule. The IDP will be a 'live' document that will be updated through the Plan Period to reflect new information and/or requirements.

8.80 Worcestershire County Council, in conjunction with the six Worcestershire local authorities, has commissioned consultants to undertake CIL viability work and it is envisaged this work will underpin the charging schedules of the individual authorities. The shared evidence base will provide Bromsgrove District Council with the opportunity to set our own tariff rates to ensure that viability is maintained. Once a draft CIL charging schedule is prepared it will be consulted upon for 4 weeks and will go through an independent public examination process before being formally adopted by the Council.

### **Consultation Feedback**

8.81 From previous consultations there was support for the development of a CIL in the District, although it was highlighted that economic viability was fundamental. With Consultants being employed to address viability it is considered that this concern has been satisfactorily addressed.

8.82 Concerns were raised about the second paragraph of the DCS2 policy where it stated that all forms of development should aim to benefit the local community taking account of its needs and aspirations. It was considered that this goes beyond the realm of what is permitted by relevant legislation; however

the Council considers that most developments provide direct benefits through the creation of new homes or jobs and therefore the policy does not place an unreasonable burden on applicants. Whilst the wording has now been removed from the policy the reference to an improved quality of life for residents still maintains the stance of delivering a net benefit.

8.83 Some felt the policy could be written in a more flexible way highlighting that contributions could go directly to local communities or Parishes as deemed appropriate. It was also considered necessary by some to highlight that any money should be spent within 5 years and if not returned to the developer. The Council recognises the validity of the points raised but considers these matters should be addressed within the CIL as the document progresses and will in any case be governed by the CIL Regulations.

8.84 There were requests for additional information to be included in the policy. Several respondents felt that Green Infrastructure should be highlighted as a possible area for contributions. Whilst the Council agree that Green Infrastructure could be a possible area for contributions a definitive list of possible areas for contribution is no longer included in the policy. This is considered to be more flexible and will not impede the process of developing a charging schedule within the CIL. It was also felt by some that the New Homes Bonus (NHB) and Tax Increment Financing (TIF) could also be mentioned. The Council considers that NHB and TIF are not planning obligations and therefore have not included references to these in this policy.

### **Sustainability Appraisal**

8.85 In terms of the sustainability appraisal the policy performed strongly against social, environmental and economic objectives due to the overarching nature of the benefits of contributions. No mitigation was identified for this policy.

### **BDP6 Infrastructure Contributions**

**Development and infrastructure provision will be coordinated to ensure that growth in the District is supported by the provision of infrastructure, services and facilities needed to maintain and improve quality of life and respond to the needs of the local economy. This will be documented in the Infrastructure Delivery Plan.**

**Irrespective of size, development will provide, or contribute towards the provision of:**

- **Measures to directly mitigate its impact, either geographically or functionally, which will be secured through the use of planning obligations;**
- **Infrastructure, facilities and services required to support growth which will be secured through a Community Infrastructure Levy (CIL)**

**Contributions through CIL will be required once the charging schedule has been through an independent public examination and has been formally adopted by the Council.**

### **8.86 No Place like Home**

BDP 7 Housing Mix and Density

BDP 8 Affordable Housing

BDP 9 Rural Exception Sites

BDP 10 Homes for the Elderly

BDP 11 Accommodation for Gypsies, Travellers and Showpeople

BDP 12 Sustainable Communities

This section of the Plan covers the housing policies. It includes policies which aim to ensure that all of the identified housing needs of the District are met. It also aims to ensure the efficient use of land whilst protecting the unique character of Bromsgrove's diverse settlements. It seeks to ensure that people also have access to local services that reflect their needs.

### **BDP7 Housing Mix and Density**

8.87 Proposals for housing must take account of identified housing needs in terms of size, type and tenure of dwellings. These needs will include an appropriate provision for all sectors of the community.

8.88 National 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 requirements for singles, couples, families, gypsies and travellers, the young, the elderly as well as a requirement for affordable housing. Some of these specific requirements are addressed in separate policies of this Plan including; Affordable Housing (BDP8), Homes for the Elderly (BDP10) and Accommodation for Gypsies, Travellers and Travelling Showpeople (BDP11).

8.89 The wide-ranging changes introduced under the Localism Act 2011, and the Welfare Reform Act 2012, will impact on supply and demand for affordable housing in the District, and these changes will inevitably affect size, type and tenure mix, all of which will need to be catered for in the delivery of future affordable housing options for local people.

8.90 There are also various households with special needs including disabled people with physical and/or sensory impairments, learning difficulties and mental health needs. Other household needs may include groups requiring supported accommodation such as Black and Asian Minority Ethnic groups, and travelling populations. Household sizes required 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.

8.91 In line with national trends Bromsgrove has an ageing population. The 2012 Worcestershire Strategic Housing Market Assessment (SHMA) identifies

that the proportion of older person households (those over the current working age) is forecast to grow from 21.4% to around 33% of the total population. This analysis suggests that there will be high demand for smaller properties suitable for meeting the needs of older person households.

8.92 Whilst the number of family households is set to decline overall it is important to recognise that this is not true for all age groupings, with notable increases in the number of family households where the head of the household is aged between 25-34 and 45-49. It is therefore considered that there is likely to be a sustained demand for family housing recognising that moderate and larger properties represent the aspiration for many households of different age-groups.

8.93 However, it is important to note that Bromsgrove has a high proportion of large 4 and 5 bedroom homes. In order to help redress the balance between large homes currently available and the ageing population there needs to be a significant change in building patterns across the District to provide realistic alternatives for the increasing elderly population.

8.94 Land is a finite resource and in a District with limited potential for brownfield redevelopment, it is important that any use of greenfield sites is minimised. The level of development on sites should therefore be maximised without compromising the quality of housing development. It is important to remember that density is an outcome of the design process and not a determinant. Whilst it is important to make the best use of land this does not override the requirements of achieving high quality design that reflects the characteristics of the surrounding area in accordance with policy BDP19 High Quality Design.

### **Consultation Feedback**

8.95 There was support for the policy although some thought it was inflexible and too prescriptive. It was felt that the Council should be trying to deliver a wider mix of homes reflecting need, demand and the existing mix of dwellings. The evidence supporting a focus on smaller dwellings was questioned as developers argued that people tend to buy the largest property that they can afford rather than buying to meet actual needs. It was considered that trying to micro-manage supply in such a way could compound affordability problems. The Council considers that there are already a high proportion of larger dwellings in the District and therefore it is essential to build smaller dwellings to meet the needs of first time buyers and people of retirement age. It is considered that the policy is sufficiently flexible to deliver a wide range of dwellings across the plan period.

8.96 Some respondents felt that a density target was unnecessary as they felt that planning should be design-led instead. It was considered that applying a density target could constrain the quality of a development. In a District that is 91% Green Belt it is essential to make prudent use of land to minimise Green Belt release in the future. However, the Council recognises the importance of having a design-led approach and therefore density targets have been

removed. The emphasis is now on making efficient use of land whilst achieving a high quality design outcomes without imposing prescriptive density targets.

## **Sustainability Appraisal**

8.97 The Policy was assessed within the Sustainability Appraisal and performs well against a number of social and environmental objectives due to its emphasis on meeting housing needs, creating mixed and balanced communities and minimising the use of greenfield land. No weaknesses were identified.

## **BDP7 Housing Mix and Density**

**BDP7.1 Proposals for housing must take account of identified housing needs in terms of the size and type of dwellings. To ensure mixed and vibrant communities are created development proposals need to focus on delivering 2 and 3 bedroom properties. On large schemes it is accepted that a wider mix of dwelling types will be required.**

**BDP7.2 The density of new housing will make the most efficient use of land whilst maintaining character and local distinctiveness and therefore should fully accord with BDP19 High Quality Design.**

## **BDP8 Affordable Housing**

8.98 Bromsgrove has some of the highest house prices in Worcestershire and a very high level of homeownership, with only 10.6% of homes in the District socially rented. This combination of factors means that there is a significant unmet demand for affordable housing.

8.90 Over recent years several studies have identified that there is a requirement for greater levels of affordable housing in the District, including the Housing Needs Study (2004), The South Housing Market Area Assessment (2007), Bromsgrove Housing Market Assessment (2008) and most recently the Worcestershire Strategic Housing Market Assessment (2012). This latest Assessment identifies that there is a need for homes of all sizes with the greatest need for 1 and 2 bedroom properties.

8.91 One of the key findings of the Worcestershire Strategic Housing Market Assessment (SHMA) is that 57% of households are unable to afford to purchase or rent on the open market in Bromsgrove District. This means that many local people have been forced to seek more affordable housing outside of the District. The knock-on effect of this is that many people who work in the District commute in daily, this is clearly not sustainable. Increased affordable housing provision will help to reduce this trend.

8.92 The SHMA has identified that a total of 219 new affordable dwellings are required each year over the next 5 years to meet affordable housing needs. This is considered to be a challenging target which, if not met, will lead to



further increases in the need for affordable housing in the future unless market conditions change significantly. The Council together with other partners will seek to increase the annual provision of affordable housing to reduce the level of unmet annual need. It will endeavour to do so through the creation of mixed communities where a range of housing types and tenures are available.

8.93 The SHMA identified the sizes of dwellings required to meet local needs by analysing the size of households in 'significant need' on the Council's waiting list. It highlights that there is greatest need for smaller properties reflecting the reduction in the size of the average household both locally and nationally.

8.94 The definition of affordable housing within Annex 2 of the NPPF highlights that there are a range of products available including social rented, intermediate housing and affordable rent. It is considered that affordable rent can make a useful contribution to affordable housing provision in the District but the Worcestershire SHMA identifies that 35% of households in the District would be unable to afford 80% of local market rents. It is therefore apparent that a significant proportion of new affordable housing stock will still need to be social rented.

8.95 The Council is undertaking a review of its involvement in the county-wide choice-based lettings approach, including whether the common allocation policy is the best way of determining need in the District. The Council has also adopted the power, available under the Localism Act, to discharge homelessness duties into the private sector. These two developments may lead to significant changes in both the assessment of housing need in Bromsgrove, and the way in which this need is addressed, both of which will need to be factored into supply and demand projections in the future. It is therefore essential to take a flexible approach to tenure split via consideration on a site-by-site basis.

8.96 With undisputed high levels of need for affordable housing it is essential that levels of affordable housing delivered are maximised but this needs to be balanced against ensuring that any targets and thresholds set are viable to ensure that housing is delivered. The Council therefore completed an Affordable Housing Viability Assessment (AHVA). The study tested a wide range of scenarios taking into account a variety of development costs. The key recommendations from the report have helped to inform this policy. The evidence highlights that the Council's aspiration of achieve 40% affordable provision on-site is achievable in most circumstances.

8.97 All affordable housing provided should seek to achieve high standards of design in accordance with BDP19 High Quality Design and should successfully integrate into housing developments. It is therefore essential that affordable housing is distributed throughout schemes and should not be distinguishable from market housing.

## **Consultation Feedback**

8.98 Consultation feedback highlighted that there was widespread support for the policy on affordable housing although some concerns were raised. It was identified by some respondents that the policy should be supported by up-to-date evidence. Following the completion of the Affordable Housing Viability Assessment and the Worcestershire SHMA this matter has been addressed and the policy has been amended to reflect this robust and up to date evidence.

8.99 Some felt that the policy was too prescriptive and should be more flexible in terms of the percentage target and the mix and tenure of affordable units to be provided. The Council acknowledges that it is important to be flexible with the tenure mix to ensure that the types of homes needed most in a community are delivered. Therefore the tenure mix and dwelling sizes is now proposed to be negotiated on a site by site basis.

8.90 Some respondents felt that the policy should mention affordable rent as a type of affordable housing. The Council agreed with this comment and a reference to affordable rent is now included.

8.91 Some felt that clarity was needed as to whether the policy only applied to the net gain in dwellings whilst others felt an SPD was needed to provide further clarity and detail generally. The Council considered that the policy already provided clarity on the issue of net gain and generally the policy provided sufficient detail so that an SPD may not be required in the future.

### **Sustainability Appraisal**

8.92 The assessment of the policy within the Sustainability Appraisal has identified that the policy performs well against some of the social objectives due to the delivery of affordable housing and the creation of mixed and balanced communities. Due to the nature of the District, some the affordable housing will be on greenfield land meaning the policy performs poorly against some of the environmental objectives.

### **BDP8 Affordable Housing**

**Where there is a net increase of 10 or more dwellings or the site is equal to or greater than 0.4 hectares, affordable housing provision will be expected on-site and will be calculated against the net number of new dwellings as follows:**

- **Up to 40% affordable housing on greenfield sites or any site accommodating 200 or more dwellings;**
- **Up to 30% affordable housing on brownfield sites accommodating less than 200 dwellings**

**In exceptional circumstances where the applicant can fully demonstrate that the required target cannot be achieved the Council may negotiate a lower provision.**

**The Council will seek to negotiate the mix of affordable housing tenures on individual schemes taking into account local needs, the housing mix in the local area and the impact on viability. A mix of the following tenures will generally be sought:**

- **Social rented;**
- **Intermediate housing; and**
- **Affordable rent**

**The affordable housing element of developments should focus primarily on the delivery of smaller units. However, there may be locations or changes in market conditions that warrant a different breakdown to deliver a scheme that best meets local needs in relation to the relevant settlement. The precise mix to be provided should be developed through discussions with the Strategic Housing Team.**

**To help meet the needs of the elderly all homes should be built to Lifetime Homes Standards in accordance with BDP10 Homes for the Elderly.**

**To create mixed and balanced communities affordable housing should be distributed throughout new developments and not be visually distinguishable from market housing.**

**When a development site is brought forward for planning consent on a piecemeal basis i.e. involving a parcel of land for development which is part of a larger site, Bromsgrove District Council will assess 'affordable housing' targets for each part of the site on a pro-rata basis having regard to the overall requirements generated by the whole site.**

### **BDP9 Rural Exception Sites**

8.93 The Worcestershire SHMA identifies that there is a need for affordable housing across the District in both urban and rural areas. This is partly due to the fact that the supply of new affordable homes has been unable to keep up with levels of need, particularly in rural areas and also the disparity between average house prices and average household earnings. The average house price in Bromsgrove District is £238,935 (December 2012), which is significantly higher than the Worcestershire average of £204,286. In the more rural parts of the District the average house price is much higher, meaning that in some cases the median average house price exceeds the median household income by nine times, which is a notably high affordability ratio. With the current provision of affordable housing very limited in many rural areas some residents have little option but to look for more affordable housing outside their Parish and in some cases outside Bromsgrove District.

8.94 The Council will therefore support rural exception schemes where a need has been robustly identified through a recent local housing needs survey. Any survey will need to identify a genuine need to live within a settlement and prove a financial need for the affordable housing. Data should also be gathered to ascertain the type and size of dwellings required. Where exception schemes are approved the Council's Local Lettings Criteria will be applied to ensure that

homes are provided in the first instance to residents of the relevant Parish within which the scheme is located.

8.95 To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. There is a preference for sites within settlements although, where this is not possible, sites adjacent to rural settlements will be acceptable where there is good access to local facilities and it does not conflict with other policies within the Plan.

8.96 To help address the need for affordable housing the Council would generally expect schemes to be for 100% affordable housing. Although, where this makes a scheme unviable an element of market housing will be acceptable when robustly justified by a viability appraisal. However, it is essential that the majority of the scheme consists of affordable housing. It should be shown through the viability appraisal that the market housing element of the scheme provides the required level of cross-subsidy for the affordable housing without leaving a residual profit for the developer.

8.97 The settlement hierarchy (BDP2) sets out the types of uses that are generally acceptable within each tier of the hierarchy. It highlights that rural exception schemes are not appropriate in Bromsgrove Town or large settlements. The settlements of Bromsgrove Town, Alvechurch, Barnt Green, Catshill, Hagley, and Wythall all contain sites allocated within this plan which will deliver up to 40% affordable housing. This will ensure that there will be a significant contribution to affordable housing delivery within each of these settlements across the plan period. The only large settlement without identified allocations is Rubery however as it is located adjacent to Birmingham it cannot be considered an appropriate location for rural exception housing. The settlements within the third tier of the hierarchy are smaller, more rural and have no development sites identified and are either within or surrounded by Green Belt. They therefore provide the ideal locations for rural exception housing if a proven need has been identified. It is crucial that rural exception schemes do not harm the character and appearance of attractive rural settlements within the District and therefore should be proportionate to the size of the relevant settlement. It is considered that 15 dwellings (including any market housing) is a realistic upper limit to the size of schemes in most instances.

### **Consultation Feedback**

8.98 The issue of rural exception housing was previously addressed within the affordable housing policy but has now been given greater prominence in a policy of its own so greater detail can be provided. This reflects the importance of this method as a way of delivering affordable housing and also the fact that the Council no longer intends to develop an Affordable Housing SPD following the adoption of this Plan. Consultation feedback from both the Draft Core Strategy 2 and the Draft Affordable Housing SPD (November 2009) highlight the support for a policy on this issue. In particular, respondents to the draft

SPD felt that the matter was of such importance it should be addressed within a DPD rather than an SPD so greater weight could be attached to it. Some respondents highlighted that some market housing could be acceptable as cross-subsidy to enable the delivery of rural affordable housing. Wording changes have been made to address this issue and ensure that the policy accords with the NPPF.

## **Sustainability Appraisal**

8.99 The assessment of the policy within the Sustainability Appraisal has identified that the policy performs well against some of the social objectives due to the delivery of affordable housing, the creation of mixed and balanced communities and the potential to improve the vitality and viability of some community facilities in some small settlements. The potential loss of Green Belt land means that the policy has a negative impact when assessed against EV2.

### **BDP9 Rural Exception Sites**

**BDP9.1 Exceptionally, affordable housing will be allowed in or on the edge of settlements in the Green Belt where a proven local need has been identified. In accordance with the Settlement Hierarchy (BDP2) Bromsgrove Town and the large settlements are not acceptable locations for rural exception housing.**

**BDP9.2 Every application for affordable housing under this policy must contain a Local Housing Needs Survey. This survey should be completed prior to the submission of any planning application and identify the following:**

- a. A genuine need to live within the village – A local connection will be required for this e.g. employed/live within the village or need to give or receive support from a close family member who lives in the village;**
- b. A financial need for affordable housing – The survey should identify individuals who are unlikely to be able to get a sufficient mortgage to purchase a property on the open market that meets the basic needs of their family; and**
- c. The type and tenure of affordable housing – The survey should gather information ascertaining the size of the property required and whether social rented, intermediate or affordable rent accommodation is needed**

**BDP9.3 The following sequential test will be applied to sites:**

- i. In the first instance sites should be located within existing settlement boundaries**
- ii. Where there is not possible sites should be adjacent to the village boundary**

**BDP9.4 Under no circumstances will housing be considered on sites that are detached from settlements that appear as isolated housing developments in the open countryside.**

**BDP9.5 Any proposals should be proportionate to the size of the settlement in question and therefore it is considered that schemes should not generally be larger than 15 units. Under no circumstances will schemes be permitted where the number of units exceeds the need identified in the Housing Needs Survey.**

**BDP9.6 Whilst the Council has a preference for 100% affordable housing schemes, where it can be robustly justified through a viability appraisal the inclusion of other tenures within a scheme may be acceptable. The majority of any scheme should always consist of affordable housing and viability appraisals should highlight that the amount of any market housing included is minimised so that only sufficient finance is raised to provide the required cross-subsidy without leaving a residual profit.**

#### **BDP10 Homes for the Elderly**

8.100 The UK's ageing society poses one of the nation's greatest housing challenges. Based on data from the 2011 census, older people occupy nearly a third of all homes. Nearly two-thirds (60%) of the projected increase in the number of households from 2008 to 2033 will be headed by someone aged 65 or over. Over ten million people in the UK are over 65 years old. The latest projections are for five and a half million more elderly people in twenty years' time and the number will have nearly doubled to around nineteen million by 2050. Within this total, the number of very old people grows even faster. There are currently three million people aged more than 80 years and this figure is projected to almost double by 2030 and reach eight million by 2050. While one-in-six of the UK population is currently aged 65 and over, by 2050 one in-four will be. The pensioner population is expected to rise despite the increase in the women's state pension age to 65 between 2010 and 2020 and the increase for both men and women from 65 to 68 between 2024 and 2046. In 2008 there were 3.2 people of working age for every person of pensionable age. This ratio is projected to fall to 2.8 by 2033 (Parliament, 2012).

8.101 This trend is exacerbated in the rural District of Bromsgrove as it is predicted that the population aged 60 and over will, in fact, increase substantially. The SHMA (February 2012) shows that within Bromsgrove the proportion of older person households is forecast to grow from 21.4% to around 33% of the total population by 2030. The changing age profile of the projected population of the authority indicates that there will be a high demand for smaller properties able to meet the needs of older person households.

8.102 Over the longer-term the proportionate and absolute increase in older person households will place ever increasing pressures on the existing housing stock. In particular the rise in households where the head of household is aged over 85 will lead to greater requirements for different forms of supported housing which can meet the needs of elderly residents. This increasing ageing

population may also have a significant impact on policy and planning for the District, with specific regard to community safety, health and the strength of communities. Generally older age groups tend to have a heightened fear towards crime, as well as having a greater propensity to having Limiting Long Term Illness (LLTI).

8.103 Although there is likely to be relative stability in the locally generated need and demand for housing from the younger and working age populations, there will be very large increases in the need and demand for housing with care from older people, especially from the oldest elderly whose numbers will almost double.

8.104 There is a need for a dramatic change in house building in the District towards providing many more two bed homes for all age groups (Refer to Policy BDP7 Housing Mix and Density). Failure to provide alternatives for the rapidly increasing pensioner population will result in most people staying in their existing family homes - as is currently the case - with the effect of dramatically reducing the supply of such properties in the local housing market.

8.105 Building new homes and communities designed with older people in mind not only makes sense in terms of meeting the diverse needs of an ageing population, it can also help to open up housing opportunities and choices for younger people. A housing policy for an ageing society is therefore a good housing policy for everyone.

8.106 Lifetime Homes Standards are inexpensive, simple features designed to make homes more flexible and functional for all. In order to progressively encourage increased take-up in new build projects, Lifetime Homes Standards are a key feature within the Code for Sustainable Homes and currently mandatory at level 6.

8.107 The Joseph Rowntree Foundation in association with the Habinteg Housing Association ([lifetimehomes.org.uk](http://lifetimehomes.org.uk)) conducted a national comparative study into the cost of meeting both Building Regulations and Lifetime Home standards. The additional cost of building Lifetime Homes ranged from £545 to a maximum of only £1615 per dwelling, depending on the size, layout and specification of the property.

### **Consultation Feedback**

8.108 There was considerable support for this policy during the consultation as it demonstrated that the Council recognised the need to understand and plan for an ageing population. There were some concerns about the introduction of 'Lifetime Homes' standards from developers; however, these measures are seen as essential to meet the needs of the elderly and assisting independent living at home. 'Lifetime Homes' standards were taken into account as part of the Affordable Housing Viability Study (2012). There was also a desire from developers to provide elderly accommodation outside defined settlements; however, this would contradict policy BDP 4 Green Belt.

## **Sustainability Appraisal**

8.109 The policy was assessed within the Sustainability Appraisal, which identifies the need for appropriate provision for all sectors of the community including the needs of elderly people. The policy performed highly against social objectives, although mitigation may be required when considering development outside defined settlements.

### **BDP10 Homes for the Elderly**

**BDP10.1 Bromsgrove District Council will encourage the provision of housing for the elderly and for people with special needs, where appropriate whilst avoiding an undue concentration in any location.**

**BDP10.2 The Council aims to ensure that older people are able to secure and sustain their independence in a home appropriate to their circumstances and to actively encourage developers to build new homes to the 'Lifetime Homes' standards, so that they can be readily adapted to meet the needs of those with disabilities and the elderly, as well as assisting independent living at home.**

**BDP10.3 The Council will, through the identification of sites and/or granting of planning consents in sustainable locations, provide for the development of residential care homes, close care, 'extra care' and assisted care housing; and in particular Continuing Care Retirement Communities which encompass an integrated range of such provision. Sites should be sustainable by virtue of their location and there will be a preference for sites within defined settlements. Where such sites are not available regard will be paid to the potential for development to be self-contained to reduce travel requirements and the availability and accessibility of public transport.**

### **BDP11 Accommodation for Gypsies, Travellers and Travelling Showpeople**

8.110 The 2007 Gypsy and Travellers Accommodation Assessment (GTAA) identified that no additional pitches are required in the Bromsgrove District in the 5 year period between 2008 and 2013. This reflects the historical low levels of demand for accommodation of this nature within the District. The more recent options consultation of the West Midlands RSS Phase 3 Revision highlighted a need of 3 pitches arising in the period up to 2017. Five additional pitches were completed at the Wythall site in 2011. Space for the additional pitches has come from converting the transit site, which has not been used as such for 19 years. The GTAA also identified that there is no need or demand for plots to be provided for travelling showpeople.

8.110 The needs of gypsies and travellers are also addressed in the County Housing Strategy and a further Gypsy and Travellers Accommodation Assessment has now been commissioned for the period beyond 2013. Whilst, in the short-term it is considered that current needs have been met this situation



could potentially change in the period up to 2030 once the new GTAA has been completed. Therefore, it will be pertinent to consider whether sites for gypsies and travellers will need to be identified as part of the proposed Green Belt Review.

8.111 Whilst there is no identified need for accommodation in the short to medium term it is essential that appropriate criteria are set out to guide any planning applications in accordance with Planning Policy for Traveller Sites. Traveller sites should be well located to ensure that occupiers have good access to local facilities whilst minimising the impact on the environment and creating an integrated co-existence between the site and the local community.

### **Consultation Feedback**

8.112 Very few comments were received in relation to this policy although those who did felt that a sequential approach was inconsistent with national policy. Respondents felt that a clear set of criteria were required to guide applicants to appropriate sites in the District. The Council agreed that the sequential approach is not appropriate and the policy was amended accordingly.

### **Sustainability Appraisal**

8.113 The policy was assessed within the Sustainability Appraisal and it performs well against social objectives due to the creation of mixed and balanced communities and also promoting sites in highly accessible locations. The policy does not perform so well against environmental objectives as any new site is likely to be on Green Belt land due to a lack of alternatives.

### **BDP11 Accommodation for Gypsies, Travellers and Travelling Showpeople**

**BDP11.1 Safeguarding existing authorised sites; Existing authorised sites for Gypsies and Travellers that are suitably located within the District will be safeguarded unless it is proven that they are no longer required to meet identified needs.**

**BDP11.2 Sustainable locations for Gypsy and Traveller accommodation; Proposed sites should be in sustainable locations that provide good access to essential local facilities e.g. health and education. Sites should accord with the sustainable development principles set out in BDP1.**

**BDP11.3 If additional sites are required land will be identified through a full Green Belt Review.**

### **BDP12 Sustainable Communities**

8.114 The NPPF states there is a social role to sustainable development, indicating a need for supporting strong, vibrant communities. This involves people having access to local services that reflect the community's needs and

support its health, social and cultural well-being. Sustainable communities are places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.

8.115 Essential local community facilities are facilities that are of direct benefit to the immediate local community that provide an essential service, development for health (including preventative social care and community support services), education, emergency safety (including the emergency services), play and leisure or culture together with libraries, village/community halls, and religious buildings. It is becoming increasingly difficult for local facilities to remain viable in rural areas, leading to the loss of such services which is detrimental to the sustainability of the location. Across Bromsgrove, community facilities like village halls, religious buildings, Post Offices and shops often serve networks of small communities and are essential for people who may face long journeys to reach alternative services. Access to community facilities and services, such as pubs and shops are considered an essential element of sustainable and inclusive communities

8.116 The District Council will work with partners to deliver key community facilities to support the Sustainable Community Strategy and to develop Bromsgrove and its local centres. The Council will also provide facilities for the local communities, based upon an analysis of needs, with particular regard to disadvantaged groups. New development will be required to contribute towards the provision of community facilities to meet the needs of new communities and mitigate impacts on existing communities. Safe, direct routes for walking and cycling and appropriate bus services will be established to serve existing and new preschool, primary, and secondary school communities.

8.117 Community facilities should be located in centres or other accessible locations to maximise community access and build a sense of local community identity. The Council supports the retention and enhancement of existing community facilities and encourages multi-purpose community facilities that can provide a range of services and facilities to the community at one accessible location. Where existing facilities can be enhanced to serve new development, the Council will work with developers and local partners to audit existing facilities and assess the requirement for additional facilities to deliver comprehensive provision of services to serve these extended communities. Community and cultural facilities are also important to the overall wellbeing of the community and these should be protected and if necessary enhanced. The Council will work with local partners, such as Parish Councils or Community Associations, to plan and manage community facilities.

### **Consultation Feedback**

8.118 There were only a few comments received in relation to this policy, and those that did respond were generally in support, especially regarding the improvement of existing facilities and resisting their loss. The small number of

concerns related to wording changes, which have been amended where appropriate. There was a suggestion that Green Infrastructure should be included as part of sustainable communities; however, this topic is covered in sufficient depth within BDP24 and the Plan should be read as a whole.

## **Sustainability Appraisal**

8.119 This policy was assessed within the Sustainability Appraisal and focuses on protecting essential local facilities and ensuring that new developments contribute to creating a better balance of facilities, services and infrastructure within settlements. There are no clear negative impacts of this policy; however, the linkages to BDP6 requiring developer contributions for the provision of facilities, infrastructure and services and other forms of environmental and social requirements may limit the viability of a scheme.

## **BDP12 Sustainable Communities**

**BDP12.1 The Council will ensure provision is made for services and facilities to meet the needs of the community. It will also seek to retain existing services and facilities that meet a local need or ensure adequate replacement is provided. New developments that individually or cumulatively add to requirements for infrastructure and services will be expected to contribute to the provision of necessary improvements in accordance with BDP6.**

**BDP12.2 To ensure that new development contributes to the provision of sustainable and inclusive communities to meet long term needs, the Council will seek to ensure community facilities are provided to meet local needs by:**

- a) Supporting the provision of new facilities for which a need is identified in locations accessible to the community served**
- b) Supporting improvements to existing facilities to enable them to adapt to changing needs**
- c) Resisting the loss of existing facilities unless it can be demonstrated that:
  - i) There is no realistic prospect of the use continuing for operational and/or viable purposes**
  - ii) The service or facility can be provided effectively in an alternative manner or on a different site**
  - iii) The site has been actively marketed for a period of not less than 12 months or made available for a similar or alternative type of service or facility that would benefit the local community**
  - iv) There are overriding environmental benefits in ceasing the use of the site.****

## **8.120 Lets Do Business**

**BDP 13 New Employment Development**

BDP 14 Designated Employment  
 BDP 15 Rural Renaissance  
 BDP 16 Sustainable Transport

8.121 This suite of policies builds on the fact that Bromsgrove is a good place to do business. Bromsgrove provides an attractive environment for staff and customers alike and it has good accessibility and connectivity. The policies aim to attract new businesses particularly in knowledge driven technologies by providing suitable sites, whilst also recognising the importance of existing businesses to the economy of the District. The importance of an efficient transport network to the economy is also acknowledged.

### **BDP13 New Employment Development**

8.122 Policy BDP3 sets out an employment target of 28ha for the District between 2011 and 2030. 3.65ha of employment land have been completed in the first 2 years of the plan period (2011-13) and a further 24.87ha are expected to come forward over the remainder of the Plan Period. These consist of existing valid planning permissions, outstanding capacity on existing designated employment sites and a new site allocated in this document (BROM2). Details are set out in table 5 below.

<b>Table 5: Employment Land Supply 1<sup>st</sup> April 2011 – 31<sup>st</sup> March 2030</b> (Excluding land allocated at Ravensbank Business Park and Longbridge)		
	<b>Square Metres (m<sup>2</sup>)</b>	<b>Hectares (ha)</b>
<b>Completions up to April 2013</b>	36,542	3.65
<b>Sites with valid planning consent (including windfalls)</b>	67,426	6.74
<b>Outstanding Local Plan sites with capacity remaining</b>	131,200	13.12
<b>Newly allocated site as part of emerging District Plan</b>	50,000	5.0
<b>Total commitments / allocations at 1<sup>st</sup> April 2013</b>	248,626	24.86
<b>Employment Target 2011-2030</b>	280,000	28
<b>Total Employment Land April 2011 - April 2030</b>	285,168	28.52

8.123 Economic growth will primarily be focused on Bromsgrove Town and Longbridge, although any new development intended to bolster the economy or employment in these two locations 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 former car plant at Longbridge. The aim is that Longbridge will be redeveloped into an exemplar sustainable, employment led, mixed use development for the benefit of the local community, Bromsgrove, Birmingham, the region and beyond.

8.124 The Employment Land Review (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 particular office premises below 1000 m<sup>2</sup>. and industrial premises between 2000 and 5000 m<sup>2</sup>.

8.125 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 which provide access to the wider West Midlands Region and Birmingham International Airport which provides international connectivity. It is also recognised that Bromsgrove provides an attractive environment for staff and customers. Whilst there is also demand for new premises, it has been identified through a survey undertaken as part of the ELR that 31% of firms have short term plans to expand their premises, further emphasising the strength of small businesses in the District. Business start-ups have a good track record of success in the District and it is hoped that this can continue throughout the plan period.

8.126 Local employment will be supported as part of the development of Strategic Sites on the edge of Bromsgrove Town. This will help to create balanced and mixed communities by enabling people to live and work locally. Sustainable economic development in other settlements will be permitted where this achieves a better balance between housing and employment, has the potential to reduce commuting and conforms with Green Belt policy set out within the NPPF.

8.127 The Waste Core Strategy for Worcestershire has identified a need for new waste management facilities in the County. Parts of Bromsgrove District fall within levels 1 and 2 of the Strategy's geographical hierarchy, therefore it is expected that some waste management facilities are likely to be required within the District. No specific employment sites are designated for waste management provision, although a flexible approach should be taken if proposals for waste management facilities come forward during this Plan period, in accordance with guidance in the Waste Core Strategy for Worcestershire.

8.128 The majority of sites within the current employment supply fall within identified employment sites as shown on the Policies Map. In conjunction with employment development on strategic sites it is considered that there is a good range of sites available to ensure the delivery of economic growth in the District. If circumstances change any additional land for employment could be identified through the proposed full Green Belt Review.

### **Consultation Feedback**

8.129 Consultation responses identified that there was support for the policy although some felt that the policy was too focussed on traditional types of employment (B class uses) when other employers such as hotels and care homes should be mentioned. The Council notes that the policy already refers broadly to economic development and therefore considers it is not overly

focussed on B class uses. On this basis no changes are proposed to policy in relation to this issue.

8.130 It was highlighted that the policy should mention the employment target as well as explicitly highlighting the sites where employment development is permitted. In response the Council has included the employment target in the supporting text. It should be noted that the Policies Map highlights main employment areas but it is considered unrealistic to highlight every possible location where some employment might be acceptable.

8.131 Some respondents felt that the role of previously developed land in the Green Belt should also be recognised. The Council notes that the NPPF supports redevelopment of brownfield land within the Green Belt where no additional harm is caused and therefore this matter is addressed within BDP4 Green Belt.

8.132 One respondent felt that the policy should include reference to the protection of biodiversity and the natural environment however the Council notes that these matters are addressed in BDP21 Natural Environment. The Plan should be considered holistically and therefore no changes are proposed in relation to this issue.

### **Sustainability Appraisal**

8.133 The policy performs well in the Sustainability Appraisal against the social and economic objectives due to the creation of jobs, the diversification of the local economy and the opportunity for people to live and work locally rather than commuting elsewhere. However, the policy may lead to some development on greenfield sites which conflicts with some of the environmental objectives

### **BDP13 New Employment Development**

**BDP13.1 The Council will seek to maintain a balanced portfolio of sites by promoting the following:**

- a. New technology opportunities at Bromsgrove Technology Park and Longbridge**
- b. 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. Economic development opportunities within Bromsgrove Town and Large Settlements including within the Town Expansion Sites and Other Development Sites identified as suitable for employment use in BDP5A and B**
- e. Sustainable economic development in rural areas through proportionate extensions to existing business or conversion of rural buildings taking into account the potential impact on the openness and the purposes of including the land in Green Belt.**

**Proposals that can demonstrate significant benefits to the local economy and/or community will be considered favourably**

- f. The accommodation of waste management facilities within designated employment sites in accordance with the Waste Core Strategy for Worcestershire**
- g. Appropriate skills development, training and the creation of jobs for local residents as part of the promotion of employment sites.**

### **BDP14 Designated Employment**

8.134 A key principle in Bromsgrove is the sustainable growth of job opportunities to maintain a balance with house building. Outside the town centre and Longbridge employment growth is expected to be provided primarily in existing industrial estates and business parks, often located close to motorway junctions. These include the Saxon and Harris Business Parks, Buntsford Hill/Buntsfordgate, Bromsgrove Technology Park and Wythall Green Business Park, as well as a number of smaller sites (as identified on the Policies Map).

8.135 These are expected to make a significant contribution towards creating jobs across Bromsgrove and meeting the employment targets identified in BDP3. In addition, some jobs will be provided by new economic development opportunities within the strategic sites and limited economic development in rural areas in relation to BDP13 and BDP15.

8.136 Nationally, employment sites are under increasing pressure to be developed for housing but it is important to retain existing employment sites where possible and appropriate. In Bromsgrove, employment site retention and provision is particularly necessary to enable balanced job and housing growth, provide choices and reduce the dependency of commuting to the West Midlands MUA. The majority of existing employment sites have been identified as Best and Good sites within the Bromsgrove District Employment Land Review (2012). These sites should be protected against loss and the gradual erosion through the encroachment of alternative uses. Their loss to other uses should only be allowed in exceptional circumstances, where it can be clearly demonstrated that continued/new employment is not viable or a lack of demand can be robustly proven.

8.137 The challenge for the Bromsgrove District Plan is maximising the value from existing employment sites and supporting existing and new businesses across the District.

### **Consultation Feedback**

8.138 There was a general positive consensus to this policy and support for the maintenance and promotion of existing employment provision across the District. There were some concerns regarding the latter part of the policy concerning the loss of employment sites. A number of responses felt the requirements for non-employment developments were too rigid. In light of this and in order to conform to the NPPF, an extra paragraph has been added to

provide more flexibility. Each proposal will be based on its own merits and where it can be justified that the criteria in the policy cannot realistically be applied, alternative uses of land and buildings will be considered.

## **Sustainability Appraisal**

8.139 The policy performs well within the Sustainability Appraisal against the social and economic objectives due to the creation of jobs, the diversification of the local economy and the opportunity for people to live and work locally rather than commuting elsewhere. However, although development will be on existing sites, the policy may lead to some development on greenfield sites which conflicts with some environmental objectives.

## **BDP14 Designated Employment**

**BDP14.1 The regeneration of the District will continue through maintaining and promoting existing employment provision in sustainable, accessible and appropriate locations (as identified on the Policies Map).**

**BDP14.2 Proposals for the expansion, consolidation or extension to existing commercial and industrial uses in non Green Belt will need to ensure the scale and nature of the activity is appropriate for the area in which it is located.**

**BDP14.3 Bromsgrove District Council will safeguard employment areas that:**

- a) Are well located and linked to the main road and public transport network; and**
- b) Provide, or are physically and viably capable of providing through development, good quality modern accommodation attractive to the market; and**
- c) Are capable of meeting a range of employment uses to support the local economy.**

**BDP14.4 Proposals that result in the loss of employment land for non-employment uses, such as housing, will not be considered favourably unless applicants can adequately demonstrate that:**

- i) The proposal would not have an adverse impact upon the quality and quantity of employment land within the local area; and**
- ii) There would be a net improvement in amenity (e.g. 'non conforming' uses close to residential areas); and**
- iii) The site has been actively marketed for employment uses for a minimum period of 12 months, providing full and detailed evidence or where an informed assessment has been made as to the sustainability of the site and/or premises to contribute to the employment land portfolio within the District (as part of this assessment, consideration should be given to the appropriateness for subdivision of premises); or**



- iv) The new use would result in a significant improvement to the environment, to access and highway arrangements, or sustainable travel patterns which outweighs the loss of employment land; and
- v) The site/premises are not viable for an employment use or mixed use that includes an appropriate level of employment. A development appraisal should accompany proposals to clearly demonstrate why redevelopment for employment purposes is not commercially viable.

**BDP14.5** In line with the NPPF, planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Where the above criteria is justified and there is no reasonable prospect of a site being used for the allocated employment use, applications for alternative uses of land or buildings will be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable local communities.

### **BDP15 Rural Renaissance**

8.140 Bromsgrove is predominately 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 smaller settlements have climbed out of reach of young people wanting to stay, work and live in our rural villages.

8.141 These rural areas are rich in environmental and landscape quality and protecting and enhancing these characteristics is paramount to retaining the District's local character, distinctiveness and value. However, rural towns and settlements need to be able to grow or adapt to sustain themselves. Providing balanced growth opportunities to enable people to live and work in their own rural villages and the support of local services is a key recurring theme that comes through consultation with Bromsgrove's rural communities, as is the strong desire to retain the qualities of an attractive environment that define the character of the rural settlements and the District as a whole.

8.142 Bromsgrove has seen a rise in commuting out of the District to work, leading to dormitory villages and a decline in local rural facilities. It is important that planning policies 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. 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.

8.143 The District Council will enhance the vitality of rural communities by supporting appropriate development of infill sites and previously developed land (PDL) within the settlement development boundaries of villages. The design and construction of new village development must be high quality in all respects, including design, sustainability and compatibility with the distinctive

character of the locality. Development should also contribute to the local community through the provision of relevant community needs such as affordable housing, open space, local employment, and community facilities.

8.144 Outside village boundaries, the Council will favourably consider small-scale rural business, leisure and tourism schemes that are appropriate to local employment needs; minimise negative environmental impacts and harmonise with the local character and surrounding natural environment. Development outside but contiguous to village settlement boundaries may be supported where it constitutes an exception to meet identified local affordable housing needs. Villages are encouraged to plan for the specific needs of their communities by developing Neighbourhood Plans. However, within the Green Belt, inappropriate development will still need to be justified by 'very special circumstances'.

### **Consultation Feedback**

8.145 There was a positive consensus to the policy for the support of rural regeneration and the social and economic needs of rural communities. The numerous negative responses were in regard to the lack of support for commercial expansion and development in the Green Belt. The Council cannot write policy contrary to Green Belt policy and it is for an applicant to suggest any very special circumstances as part of a planning application. There was also a response suggesting a particular premises should be considered a Major Developed Site, however, the Council do not deem this a similar scale of development. Major Developed Sites in the Green Belt are not specifically referenced in the NPPF.

8.146 There was a response that greater attention should be given to the character, condition and role of farmsteads, which has been applied to the new policy. There was a concern on the definition of small scale renewable energy developments, which has been added to the glossary.

### **Sustainability Appraisal**

8.147 The policy was assessed within the Sustainability Appraisal and it indicates there are a number of positive social and economic attributes. Allowing employment development in rural areas will help to support the rural economy, especially in the field of diversification and growth of new businesses which support existing leisure and tourism. Diversification can improve accessibility to services and the well-being of the local population. The provision of affordable housing to meet local needs can allow a greater proportion of the rural population to stay and work more locally, with positive benefits for traffic generation and climate change.

8.148 However, beyond a certain point, it is likely that such environmental spin offs will be outweighed by increased commuting into rural areas, as well as traffic impacts from delivery vehicles and customers. There is likely to be some landscape, biodiversity, noise, air quality, water quality impacts from a wider spread of economic development in the open countryside. Although this policy

could encourage applications for development in the Green Belt (negative impact against EV2), special circumstances would need to be justified, as inappropriate development would not be permitted.

## **BDP15 Rural Renaissance**

**BDP15.1 The Council will support proposals that satisfy the social and economic needs of rural communities by encouraging:**

- a) Development that contributes to diverse and sustainable rural enterprises within the District**
- b) New agricultural dwellings of an appropriate scale for the use of people in agricultural activities where a genuine need exists (occupancy conditions will apply). The District Council will not remove an agricultural occupancy condition unless it is satisfied that the property is no longer required for the holding or the agricultural needs of the area**
- c) The conversion of suitably located/constructed buildings (For example timber stables and steel portal frame buildings are not suitable for conversion)**
- d) Affordable housing on rural exception sites in line with BDP9**
- e) Appropriate development of infill sites and previously developed land within existing settlements that enhance the vitality of rural communities**
- f) Limited extension(s), alteration or replacement of existing buildings where the extension(s) or alterations are not disproportionate to the size of the original building, and in the case of a replacement building the new building is not materially larger than the building it replaces (in line with BDP4)**
- g) Rural diversification schemes, as well as the provision of live-work units and the principle of home working**
- h) Re-use of historic farmsteads to promote them as assets in the landscape**
- i) Sport, recreation and/or tourism related initiatives appropriate to a countryside location. For example in relation to Avoncroft Museum on the Hanbury Road, the Council will support activities and operations where these are clearly relevant to the primary function of the site.**
- j) Proposals for new buildings in association with equine development, such as stables and field shelters where new buildings are kept to a minimum necessary and consist only of essential facilities (for example small stables) genuinely required on a parcel of land, which preserves the openness of the Green Belt. Unless exceptional circumstances are demonstrated, these developments are to be sited within close proximity to existing rural buildings**
- k) Small scale renewable energy projects and business to serve the industry**
- l) Improvement of public transport links to service centres and employment areas, as well as development that reduces the need to commute**

**BDP15.2 The Council intends to prepare Supplementary Planning Documents to provide detailed guidance on the conversion of rural**

**buildings, occupancy conditions as well as the design of agricultural buildings.**

**BDP15.3 In all cases development should be designed to be sustainable, consistent with requirements of Policy BDP12 and BDP19; should not conflict with the environmental protection and nature conservation policies of the District Plan but should seek to enhance the environment; and should provide any necessary mitigating or compensatory measures to address harmful implications. Within the Green Belt, inappropriate development which is otherwise acceptable within the terms of this policy will still need to be justified by very special circumstances.**

### **BDP16 Sustainable Transport**

8.149 Whilst the Council will seek wherever possible to reduce the need to travel/commute by careful planning and design of new development, it is recognised that 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 District Plan will be to deliver an improvement in accessibility by encouraging more sustainable means of travel and maximising the efficiency of the transport network in Bromsgrove District.

8.150 Sustainable transport will be a fundamental part of new development. This is founded on the basic principles of reducing the need to travel and, where travel is necessary, increasing in the use of sustainable transport modes. From the outset the planning and design of all new developments should consider all modes of transport, in particular access to and use of walk, cycle and passenger transport and enhance them wherever possible.

8.151 The impact of the draft Bromsgrove District Plan (BDP) on the performance of the transport network is identified by the transport elements in the Infrastructure Delivery Plan (IDP). This is based on an assessment of the impact of the BDP growth on the transport network, in terms of travel demand, journey times, congestion and accessibility across all modes of transport. The IDP identifies schemes and measures for all modes of transport across the District to mitigate the impact. The schemes and measures are based on maintaining, and where appropriate, improving the efficiency and performance of the transport network and include:

- Walk and cycle infrastructure
- Passenger transport infrastructure and services
- Highway enhancements

8.152 The third Worcestershire Local Transport Plan (LTP3) was adopted by Worcestershire County Council in February 2011, covering a 15 year period from 2011 to 2026 during which time it can be reviewed and updated. The plan was developed as a compendium of inter-related documents, providing a comprehensive approach to the planning and delivery of transport infrastructure and services in Worcestershire. The plan recognises the strong role that transport plays in supporting and enabling economic activity and

growth, as well as maintaining a high quality of life for the County's residents. It is divided into three area delivery strategies, of which the North East Worcestershire Transport Strategy comprises a series of schemes for all modes of transport for Bromsgrove District.

## **Road**

8.153 The M5 runs north to south through the District and the M42 east/ west. The M5 and M42 connect to the M6 to the north of Birmingham and the M40 providing access eastwards and to London. The local road network comprises the A38, A491, A448, the A456 and A435 as well as numerous B and C Roads.

8.154 Bromsgrove is largely a rural District and the private car remains the dominant travel mode. However, the continuing and increasing use of the private car is harmful to the environment in terms of the impact on air quality, noise and carbon emissions. Delays and congestion on the highway network, especially at peak times on key links and junctions, result in increased costs to residents, businesses, the economy and environment, whilst impacting upon the performance of all modes of transport.

8.155 In order to make it easier for car owners to make greener choices on the road the Council will encourage greater use of electric and plug-in hybrid vehicles by supporting electric vehicle charging points in new developments. Although still contributing to congestion, low emission vehicles do not have the air quality impacts of cars fuelled by conventional means.

8.156 The District has four Air Quality Management Areas at Kidderminster Road, Hagley; Lickey End, M42 Junction 1; Redditch Road, Stoke Heath; and Worcester Road, near Bromsgrove Town Centre. Further growth is likely to exacerbate these problems unless it is sustainably delivered, for example in conjunction with investment in public transport, pedestrian, cycle and highways infrastructure. Furthermore, in order to reduce congestion and improve air quality in the Town Centre, wherever possible, through-traffic will be routed via alternative less congested routes. In terms of noise pollution new development will be located at an appropriate distance from identified sources to maintain noise within acceptable levels, for example, adjacent to the motorways (cross reference policy BDP 19 High Quality Design).

8.157 In addition to encourage a modal shift away from the car to move towards more environmental and sustainable travel, public transport needs to provide a convenient and efficient alternative to the private car that will encourage more people to use it.

## **Bus**

8.158 There are currently a number of bus services operating within the District which mainly serve the urban areas as well as providing links to neighbouring settlements such as Birmingham, Kidderminster, Redditch and Worcester providing access to employment opportunities and key services. Many rural

areas are poorly served with unreliable and infrequent bus services which have limited hours of operation, however such services provide essential access for residents to key services and facilities, including the rail network.

8.159 Punctuality and reliability is an issue for bus services operating within the District which is predominantly caused by infrastructure constraints on the highway network. These issues negatively impact passenger confidence and bus usage which leads to increasing operating and passenger costs and thus viability. Reliable and frequent bus services can provide a realistic alternative to the car and can improve the performance of the transport network.

8.160 In accordance with the LTP3 Integrated Passenger Transport Strategy, the Council continues to work with the County Council to improve facilities for bus services in Bromsgrove Town Centre and across the District. Significant improvements in passenger transport will be required to provide an integrated and regular bus service. A 'clover leaf' Silver Standard bus route is included in the draft Infrastructure Delivery Plan and this route will connect Bromsgrove's Town Expansion Sites and existing residential areas to Bromsgrove railway station, with the Town Centre as the focal hub.

## **Rail**

8.161 Encouraging greater use of 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 without the need for a car.

8.162 Where a need is demonstrated Bromsgrove District Council will continue to work with Worcestershire County Council and rail industry partners to improve facilities at railway stations across the District. This includes proposals to provide a new railway station and interchange facilities in Bromsgrove by relocating and improving the existing station. Sustainable transport measures (buses, walking and cycling) to connect Bromsgrove Railway Station with the Town Centre and wider residential areas will make rail travel more viable.

8.163 The District Council welcomes plans by the rail authorities to increase the frequency of train services between Birmingham, Barnt Green, Alvechurch and Redditch which incorporates partial double tracking in the Alvechurch area and a second platform. In addition, the Cross City services to Bromsgrove will be extended by 2016, the electrification of the line will result in an increased frequency of services at the new Bromsgrove Station.

## **Walking/cycling**

8.164 Encouraging walking and cycling is the most effective way to reduce short distance car journeys. Aside from the well-publicised health and environmental benefits of walking and cycling, these modes also offer an extensive, adaptable and permeable network of routes available for use. This

network is not limited to footways alongside roads and cycle paths; it includes for example the extensive Public Rights of Way network covering urban and rural areas, the National Cycle Network (NCN) and canal towpaths where publically accessible. There are also many other benefits including as aforementioned, improving health and well-being, reducing car use/carbon emissions, as well as providing opportunities for recreation and tourism.

8.165 The location of new developments is a major determinant of the generated travel demand and associated impacts on the transport network. The location and design of development influences whether future residents and visitors will choose to walk or cycle. Other influencing factors include connections and integration of new development with the existing walking and cycling networks and improvements to the public realm that are in keeping with both existing and future environments. It would be expected that new developments promote walking and cycling by site master planning and integrate sites with the existing walking and cycling network.

8.166 It will be important that any new development recognises the walking and cycling network in the District and takes the opportunity to enhance it wherever possible, for example, the Royal Hunters Circular Walk in Bromsgrove has benefitted from funding for enhancement works. Other opportunities to enhance the existing network include the Monarch's Way, a historic long distance footpath and also Sustrans National Cycle route Number 5 (commuter and leisure route). These are located close to the proposed development sites and present opportunities for enhancement and connections into the existing and proposed walk, cycle and green infrastructure network. In accordance with the Countryside and Rights of Way Act 2000 Worcestershire County Council have prepared and published a Rights of Way Improvement Plan (ROWIP) which outlines how Rights of Way will be managed across the County.

## **Freight**

8.167 Transport user needs (including freight) will continue to be met by a combination of road, rail, bus, community transport and taxi services (or similar initiatives) or any appropriate combination of these modes. The LTP3 Worcestershire Multimodal Freight Policy has been developed to provide a comprehensive policy base to enable the delivery of schemes to enhance the efficient movement and operation of freight by all modes around the County.

8.168 In Worcestershire, the majority of freight is currently transported by road. There are numerous reasons why this is the case, in particular, freight transported by road is relatively cheap, and has the highest penetration of all areas in the County, as a result of the road network being far more extensive and developed than rail and water networks. Significant technological advances in recent times have led to Heavy Goods Vehicles (HGVs) becoming increasingly fuel (resource) efficient, quieter and less damaging to highway infrastructure. However, the availability and rising costs of fuel resources, together with the environmental impacts of road transport in general are causing freight operators to consider other, more sustainable energy sources

and transport modes for moving freight, including for bulk goods and waste, such as by rail or water. The aim must be to improve safety, reduce congestion, reduce emissions and make for efficiency savings for businesses. The lack of proper facilities for deliveries and for goods vehicles may be a consideration for businesses when selecting suitable locations.

8.169 The District's Inland Waterway network including the Worcester and Birmingham Canal may offer short haul high volume and long term opportunities for the sustainable movement of freight through the District. Any freight carriage must be compatible with the canals' roles for leisure, sport and recreation use and as ecosystems. Moreover, proposed improvements at Bromsgrove Railway Station may potentially offer improvements leading to greater efficiency in the movement of freight through the District.

## **Air**

8.170 Birmingham Airport is the region's principal airport and is important in terms of the air links it provides and the role it can play to; connect Bromsgrove internationally, serve local businesses, enhance leisure and training opportunities and increase access to emergency services. Established and high quality connections with the airport by passenger transport and highway network can provide benefits to the residents and businesses of Bromsgrove District and the wider economy of Worcestershire and the West Midlands region.

## **Travel Plans**

8.171 A travel plan is a long term package of measures produced by developers, employers or institutions to encourage those that attend the organisation or site to make use of alternatives to single-occupancy car use. Such a plan for example, could include: car sharing schemes; a commitment to improve cycling facilities; a dedicated bus service or restricted car parking allocations. It might also promote flexible-working practices that limit car use, such as remote access and video conferencing.

8.172 Travel plans offer real benefits not only to an organisation and its employees, but also to the community that surrounds it. Travel Plans may help to relieve local parking or congestion problems or improve public transport connections across the area. They may also relieve stress on employees through reducing travel delays or providing the opportunity to cut their travel commitments by working from home where appropriate.

8.173 Requirements for when travel plans should be submitted are as follows<sup>21</sup>:

- 1) All major developments comprising housing, jobs, shopping, leisure and services;
- 2) Smaller developments comprising housing, jobs, shopping, leisure and services which would generate significant amounts of travel in, or near to, air

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<sup>21</sup> Paragraph 36 of the NPPF states that all developments which generate significant amounts of movement should be required to provide a Travel Plan.



quality management areas, and in other locations where there are local initiatives or targets set out in the development plan or local transport plan for the reduction of road traffic, or the promotion of public transport, walking and cycling. This particularly applies to offices, industry, health and education uses;

3) New and expanded school facilities should be accompanied by a school travel plan which promotes safe cycle and walking routes, restricts parking and car access at and around schools, and includes on-site changing and cycle storage facilities; and

4) Where a travel plan would help address a particular local traffic problem associated with a planning application, which might otherwise have to be refused on local traffic grounds.

### **Transport Statement and Assessments**

8.174 When proposed development will generate significant amounts of movement the transport implications should be properly considered. A Transport Statement or Transport Assessment will help to identify suitable measures to achieve a more sustainable outcome. Transport Statements and Assessments should be fully informed by Guidance on Transport Assessment (DfT, March 2007) and Worcestershire LTP3 Requirements for Transport Assessments and Statements (March 2011).

### **Consultation Feedback**

8.175 There was widespread support for the policy although concerns were raised over the deliverability of the policy with the District Council being reliant on other bodies such as the County Council who have been making cuts to bus services. Discussions are ongoing with the County Council regarding public transport services and where necessary financial contributions will be sought from developers improvements.

8.176 Some felt that the policy could be expanded to mention proposed changes to the rail network including the new Bromsgrove Station, improvements to the cross-city line and better links between the train station and Bromsgrove Town Centre. It was considered that the existing reference to relocate the new Bromsgrove Station was appropriate and additional improvements to the network have been included. Other respondents were keen for a reference to be included that supported new and expanded rail station car parks. It is not considered appropriate to actively encourage new or extended rail station car parks as Worcestershire County Council will work with Network Rail and Train Operating Companies to identify optimum levels of car parking at rail stations, supported with Station Travel Plans (as identified in the LTP3 Smarter Choices Policy) to encourage greater use of sustainable modes of travel to access rail services." The Local Transport Plan 3 (LTP3) states that "The County Council recognises that, whilst rail is a sustainable means of travel, the provision of parking at stations is not sustainable, as this encourages rail users to drive to access rail services (particularly for short trips)."

### **Sustainability Appraisal**

8.177 This policy has overall positive benefits for all objectives. The emphasis on sustainable transport will have a positive impact environmentally and may in turn improve the health of the population in Bromsgrove District.

## **BDP16 Sustainable Transport**

**BDP16.1 Development should comply with the Worcestershire Local Transport Plan 3 policies, design guide and car parking standards<sup>22</sup>, incorporate safe and convenient access and be well related to the wider transport network.**

**BDP16.2 Contributions from developers will be sought for new development in respect of investment in public transport, pedestrian, cycle and highways infrastructure as detailed by the draft Bromsgrove Infrastructure Delivery Plan in conjunction with policy BDP6 Infrastructure Contributions.**

**BDP16.3 The Council will support the use of low emission vehicles including electric cars through encouraging the provision of charging points in new developments.**

**BDP16.4 The Council will continue to work with key stakeholders to support significant improvements in, and increase usage of, passenger transport, for example, ensuring an integrated and regular bus service is provided which will connect residential areas to the railway station, with the Town Centre acting as the focal hub and supporting the enhancement of railway infrastructure and the relocation and improvement of facilities at Bromsgrove Railway Station.**

**BDP16.5 The improvement of car parking and cycling provision at stations will be supported where appropriate and in accordance with other policies contained within this Plan.**

**BDP16.6 Infrastructure for pedestrians and cyclists, for example access routes and cycle parking, will be provided in a safe and sustainable environment within the context of green infrastructure, as an integral feature of proposed development. Developments which would worsen walking and cycling access and exacerbate motor vehicle dependence should not be permitted.**

**BDP16.7 Retail and employment development should make proper provision for freight delivery and collections and should consider using sustainable methods of freight transport.**

**BDP16.8 The Council will encourage the use of travel plans where applicable to secure the provision of sustainable travel choices, both to new developments and to extensions of existing sites, regardless of use.**

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<sup>22</sup> Worcestershire LTP3 Highways Design Guide Appendix A Worcestershire County Council Parking Standards (March 2011).

**BDP16.9 Developments which generate significant travel demands must include a transport statement or transport assessment, being fully informed by guidance, and have easy access to existing or proposed public transport links.**

### **8.178 The One and Only Bromsgrove**

BDP 17 Town Centre Regeneration  
BDP 18 Local Centres  
BDP 19 High Quality Design  
BDP 20 Managing the Historic Environment  
BDP 21 Natural Environment

This section recognises the importance of the unique qualities of Bromsgrove whether it be the Town Centre, the local centres, its natural environment or its heritage assets. These policies seek to ensure that through high quality design these qualities are perpetuated and enhanced wherever possible.

### **BDP17 Town Centre Regeneration**

8.179 Bromsgrove Town Centre is a historic market town laid out before 1275 and a place called Bromsgrove was mentioned in the Domesday Book. Its early economy is likely to have been focussed on the wool trade together with other clothing towns in Worcestershire. The High Street follows the route of a Roman Road and still contains a number of historic buildings of which some are listed and/or protected by Conservation Areas Status. There is however some evidence of unsympathetic infilling, inappropriate replacement shopfronts and signage within the Town Centre. Furthermore whilst partial pedestrianisation of the High Street occurred over twenty years ago, the pedestrianised area is now considered to be unattractive, with cluttered street furniture and a poorly maintained paved surface.

8.180 The Town Centre lies at the heart of the District and although it remains the main retail destination within the District, not all local residents use Bromsgrove Town Centre as their primary shopping destination. This is partly due to the role and function of the Town Centre and partly due to geography. Bromsgrove District is over 20,000 hectares in size and some of its settlements are comparatively remote to the Town Centre, with other centres outside of the District, such as Birmingham, Redditch and Stourbridge, lying closer to these outlying settlements. The function of Bromsgrove Town centre is traditionally seen as catering for the local needs of the District's residents. This is reflected in the mixture and proportion of uses present such as limited comparison floorspace, convenience shopping (including a regular market), local services, housing, employment (predominantly retail and service sector but with some light industry), health care facilities, sports centres/leisure facilities and restaurants.

### **Bromsgrove Town Centre Retail Capacity Assessment**

8.181 A Retail Capacity Assessment was completed in 2004 which was updated in 2007, and again in 2010. The most recent assessment took into

consideration new retail stores that had received Planning Consent, including Sainsbury's and Aldi. Key assumptions and data sources underpinning the 2007 update have been revisited in light of the current economic climate.

8.182 The Retail Capacity Assessment report reviewed the tested assumptions from 2007, and then provided a forecast of comparison and convenience floor-space capacity in Bromsgrove over 5 year periods (2010, 2015, 2020 and 2025). Recommendations on the level of retail expansion that could be supported and the type and format of floorspace that can be accommodated have been provided. The Report concluded that over the period there is likely to be no further need for convenience retailing floorspace, and a likely need for up to 16,560sqm of comparison retail floor space up to 2026.

#### Retail

8.183 The Council is committed to enhancing the retail offer in the District by creating a Town Centre where retailers want to locate, and where people from both within the District and beyond will choose to shop because of the high quality environment, and the wide range of shopping opportunities. The retail accommodation in the Town Centre is mixed, and many small and independent businesses occupy small premises that do not lend themselves to redevelopment. These types of business are very important to Bromsgrove and it is essential that they continue to offer shopping choices which many of the larger retailers do not. However, as a result, there is a shortage of suitable larger retail accommodation that suits modern retailing needs. To complement these smaller independent businesses it is important to be able to offer a wide range of other opportunities for retailers and shoppers. It has been identified that the lack of suitable larger premises is currently restricting the retail offer in the Town Centre, many of the nationally established high street retailers would like to locate to Bromsgrove but are unable to find accommodation of the appropriate scale to meet their needs.

8.184 New retail accommodation will therefore be provided to expand the retail offer of the Town Centre. The strategy involves concentrating commercial and retail development around the High Street and the other areas of the Primary Shopping Zone. Due to the physical space constraints of this area new additional retail accommodation will be provided as part of potential mixed use schemes in key locations.

8.185 This approach will improve the quality and range of Town Centre shopping and help to define and distinguish Bromsgrove as a centre which contains the High Street retailers many people expect, but will also ensure that smaller boutique style independent retailers are safeguarded along with the historic shop premises which many of them occupy.

8.186 The policies in BDP17 are not designed to be overly restrictive, it is understood that retailing can be done in premises of all shapes and sizes and it is important to create an environment where innovation in all sectors including retail is allowed to flourish. Over time there may be other opportunities in the Town Centre that could provide much needed further retail space such as the sites to the rear of the High Street properties.

## Markets

8.187 The ability of street markets to play a positive role in the Town Centre should not be overlooked; the current markets that take place will be continued with other opportunities explored for specialist markets and market traders to operate in the Town Centre. The successful functioning of street markets will be considered as part of the public realm enhancement and the proposals will include, where possible, features which will help the markets to operate in an efficient and flexible manner. Simple ideas such as the positioning of services, street furniture and street trees can all help in ensuring markets continue to play an important role in the function of the Town Centre.

## Housing

8.188 Town Centre residential development can be accommodated in a number of different ways; in the conversion of vacant spaces above shops on the High Street and surrounding areas, within mixed use development schemes and on Recreation Road in a dedicated retirement living complex. Any new residential development in the Town Centre will provide a welcome addition to the overall housing offer and as such should reflect the needs of the District. New housing should focus on the provision of smaller affordable units, and housing suitable for the elderly, although more aspirational housing will also be welcomed in appropriate schemes and locations.

## Employment

8.189 The Town Centre is currently home to a variety of employers. In addition to those employed in the retail sector, significant numbers of people work in office based jobs as well as some light industrial businesses. It is important that this wide mix of employment opportunities is maintained and expanded to allow for a Town Centre that can be successful in all market conditions.

8.190 An important part of this will be the significant improvement in the provision of office accommodation within the Town Centre. The expected expansion and increase in the population of the District as identified in BDP3 will bring with it a requirement for new employment opportunities. Whilst some of this will be provided for on existing employment sites and new development on the expansion sites, it is important that the Town Centre also offers new opportunities. Office based development within the Town is seen as important, particularly with the increased catchment area for business and employees offered by the planned electrification of the cross city railway line and the provision of a new train station. These improvements will make Bromsgrove even more readily accessible from Birmingham. In order to capitalise on this it is important to offer a pleasant and affordable choice for businesses and commuters choosing to relocate out of very costly city centre accommodation.

## Open Space

8.191 The Town Centre contains few open spaces. Existing spaces include the Recreation Ground, and land surrounding Spadesbourne Brook and St John's Church. At present the Recreation Ground provides only limited value to the local population, and has few amenity functions. It is important to improve the quality of natural and historical assets that already exist, and to maximise the

potential that new development opportunities provide in the provision and enhancement of open space in the Town Centre.

#### Evening economy

8.192 Town Centres are generally considered as the principal locations for entertainment and cultural activity. In Bromsgrove, evening activity is largely limited to some public houses and restaurants. Improving the opportunities to eat and drink is important to residents and visitors to the Town Centre, although a balance is required between traditional pub and restaurant culture and other social activities. In order to accommodate other much needed social facilities, the provision of meeting places for members of the community such as the young or old, who cannot or do not want to use more traditional meeting places like pubs and restaurants will be supported by the Council as potential uses on key development sites.

8.193 Other evening activities will be developed such as twilight shopping or similar events and activities. A cinema is proposed as part of a mixed use development on the historic market site. Improvements to pavements and lighting along School Drive, as well as improved signage and lighting of the Artrix itself, will help connect it more successfully with the centre of Town. Evening parking charges will be reviewed and additional taxi and bus services instigated to improve the accessibility of the Town Centre in the evening.

8.194 There is the perception that there is a preponderance of vacant units, lower end retail uses and hot food takeaways and that generally the Town Centre is “rundown”. Bromsgrove Town Centre has relatively few evening economy uses, with those that do exist being generally clustered at the western end of the High Street and on Worcester Road. This area of the Town Centre, being the liveliest at night time, inevitably suffers some disturbance and has the potential to give rise to fear of crime by some resident groups. It is therefore important to encourage public safety in the Town Centre by providing natural surveillance of areas, particularly in new developments, mixed uses and encouraging good lines of sight across open spaces.

#### Transport and Movement

8.195 Whilst strategically placed with good accessibility to the UK motorway network road congestion is an increasing problem for the Town Centre, particularly during peak hours and when traffic attempting to avoid motorway congestion diverts to the local road network. Bromsgrove’s railway station is located approximately one mile from the Town Centre, with poor pedestrian, cycle and bus linkages between the Town Centre and the station. Whilst bus services are able to penetrate the Town Centre, problems with disabled access and general pedestrian accessibility remain. At present the overall quantity of car parking is considered adequate for the Town Centre. Significant improvements are however required in public transport, in particular to provide an integrated and regular bus service which will connect new and existing residential areas to the railway station, with the Town Centre acting as the focal hub.

#### Public Realm

8.196 The Public Realm improvements on the High Street have been approved and are vital to enhance the heritage of the area and recreate an attractive Town Centre with a more positive sense of place. It will signal that change in Bromsgrove is permanent, with a statement of intent that sets a benchmark for the standard expected of further regeneration and development initiatives that follow across the Town. A safe and attractive public realm will attract visitors and shoppers and lengthen their stay, increase the number of people living in Town, and help attract businesses from all sectors by tangibly demonstrating public investment in the Town. The dated streetscape has suffered from ad hoc repair and is cluttered by excessive street furniture, which detracts from the heritage and character of the Bromsgrove Town Conservation Area and makes many spaces unusable for markets and other activities which the Council would like to see take place in the Town.

8.197 The revitalised public realm will form part of a Town Centre that is an accessible asset for the whole community. The focus of the public realm strategy is the creation of a safer environment, using design techniques such as the creation of active spaces; appropriate landscaping; lighting; signage; alongside other measures such as improved CCTV; and community patrols. A new management strategy for the Town Centre will ensure an ongoing commitment to suitable maintenance and repair regimes for the new infrastructure.

#### Urban Design and Conservation

8.198 The successful regeneration of Bromsgrove Town Centre will require the design of new development to be of the highest quality whilst respecting the historic environment within which it sits.

8.199 The Bromsgrove Town Centre Conservation Area contains an assortment of notable historic buildings dating from predominately the 18th and 19th centuries but with some earlier surviving timber framed buildings. A range of architectural styles is represented from English vernacular, to restrained Georgian and more elaborate Victorian Gothic buildings. The variety of elevational treatments and styles demonstrate high quality construction and craftsmanship, giving a rich texture to the Town Centre, and are tangible reminders of the Town's past prosperity. Our Conservation Area strategy recognises that the special interest of a Conservation Area is defined by more than its appearance and includes the atmosphere, texture, sense of place and setting, as well as more obvious qualities such as groups of historic buildings.

8.200 The narrowness of the historic building plots, varied rooflines and the overall height of the buildings give an overall impression of vertical emphasis, and a strong sense of enclosure. The more modern developments unfortunately detract from this, being generally set back from the established building line, sometimes a storey lower and include detailing which gives a horizontal rather than vertical emphasis. These infill sites do at least give opportunities for redevelopment in the future without sacrificing any surviving important historic buildings, for example, the 1970s retail development around Mill Lane, the block on the East side of the High Street at the junction with Stratford Road, and 80-102 High Street which are all of limited architectural quality. The

redevelopment of the Market Hall site, although outside the Conservation Area, will set the tone for high quality contemporary design which complements the wider historic context of Bromsgrove. Further details about the Town Centre Conservation Area can be found in the Conservation Area Appraisal which is part of the evidence base to support this plan.

#### Townscape Heritage Initiative

8.200 Most of the modern shopfronts in the town centre bear little relationship to the historic buildings above and a lack of consistency in style, proportions of signage, materials and colour schemes is evident. Repairs and improvements to shop fronts within the High Street will be encouraged, as will the installation of historically sensitive shop fronts within buildings deemed to have heritage value to Bromsgrove.

8.201 Bromsgrove District Council, in partnership with Worcestershire County Council, is seeking to regenerate the historic Town Centre of Bromsgrove through a Townscape Heritage Initiative (THI) - a partnership project between Bromsgrove District Council, Worcestershire County Council and the Heritage Lottery Fund (HLF). The £1.6 million heritage-led regeneration scheme between 2012 and 2017 will help to achieve the long-term economic sustainability of Bromsgrove by preserving, restoring and enhancing the historical, architectural and cultural heritage of the town. The THI area extends from Worcester Road to the Strand and follows the medieval plan comprising the main south-west/north-east route between Worcester and Birmingham. The Bromsgrove THI initiative will be integral to regenerating the town centre and will recreate a vibrant and sustainable environment which will attract visitors and businesses alike.

#### Natural Environment

8.202 The Spadesbourne Brook flowing through the town is an important natural asset. Parts of the Brook are naturalised, including areas between Birmingham Road and School Drive, and at the bus station. However, the majority of the Brook has been re-routed, culverted and effectively relegated to function as a storm drain through the Town Centre, hidden from view, and sometimes covered entirely by access roads to properties. Even in its urban context the brook contains some plant and animal life, and the water quality is good and clear. However it fails to provide any real amenity value for users of the Town Centre and its ability to support a wider variety of plants and animals is reduced by its unnatural form.

8.203 The naturalisation of Spadesbourne Brook is an important component in regenerating the Town Centre. The relocation and naturalisation of specific parts of the brook will allow for greater use by the community. It will be important to maintain trading accesses for local businesses. Such development will ensure that shoppers in the High Street are never more than a few minutes away from an attractive area of green and open space and it will improve permeability and legibility within the Town Centre. It will include relocation and naturalisation of the watercourse where possible, a raised water level, improved flood capacity, a habitat appropriate for many plants and animals including water voles, high quality paving, seating areas, new trees and planting.



## **Bromsgrove Town Centre Delivery Sites**

8.204 Ten development sites have been identified within Bromsgrove Town Centre to provide a stimulus for regeneration. Some are currently coming forward for developments and other sites currently being marketed present a medium to long term opportunity for the plan period 2011-2030.

### **Historic Market Site**

8.205 Proposals for a mixed use development are currently expected. The development proposals are expected to include shops, restaurants and a 5 screen cinema.

### **Recreation Road**

8.206 The site will be developed as a high density residential scheme suitable as retirement living. This is intended to be independent 'Extra-Care' style units (C3) to provide a retirement living complex which could share a number of onsite facilities, such as a shops, hairdressers and communal facilities such as a restaurant and lounges and a garden. More specific nursing care (C2) could be included within the scheme as well as a small amount of general needs housing.

### **Recreation Ground**

8.207 The Council wishes to revitalise the Recreation Ground to provide a space which is a real asset to the communities who live and work in the Town Centre, and to also offer an additional attraction to visitors.

### **Parkside Middle School**

8.208 Current proposals to refurbish and extend the former Parkside Middle School premises to create office accommodation for Worcestershire County Council and a Civic Centre for Bromsgrove District Centre and associated staff. The scheme will also incorporate the relocation of Bromsgrove Registration Services, Bromsgrove Hub and Bromsgrove Library.

### **School Drive**

8.209 The Council believes the current Dolphin Centre site offers the most scope for a new leisure centre although with a reconfigured layout including revised car parking arrangements. Other uses such as residential or ancillary retail units may also be acceptable.

### **Windsor Street**

8.210 The Town Centre currently suffers from a lack of larger retail units which some High Street retailers' desire. It is felt that the site on Windsor Street can offer these types of units, complementing the offer from retailers on the High Street rather than competing with them. Windsor Street has been identified primarily as a retail led mixed-use opportunity. The site can be developed to provide 3 or 4 larger retail units of around 1,000 square meters, although office development may be considered, including public sector offices particularly on upper floors. The Congregational Chapel within the site is a Grade II Listed Building and development should be sympathetic to this asset.

### **Birmingham Road Retail Park**

8.211 The site has planning permission (09/0365) for a single Sainsbury's supermarket of approximately 45,000 square feet which will employ around 400 people. The development will reinstate the street frontage along Birmingham Road; this requires the relocation of a petrol filling station and the retention of the existing listed buildings. This will enable the site to become part of an extended primary shopping zone, aided by improved pedestrian and landscaping links to the Town Centre.

### **Birmingham Road/ Stourbridge Road Junction**

8.212 This site will be considered for a variety of different uses, however the favoured approach would be a development which incorporates new office accommodation.

8.213 The site would be required to reinstate street frontages along Birmingham Road with high quality distinctive architecture at the strategically important Parkside Crossroads and tree planting will be required along Stourbridge Road and specifically on Birmingham Road to continue the reinstatement of the historic lime avenue.

8.214 The development will be expected to contribute to improved accessibility measures to link the site more effectively with other areas of the Town Centre. This may take the form of improved pedestrian crossing facilities and resurfacing of pavements in the vicinity. Measures to improve public transport, servicing of the site and the movement of traffic, generated by the development through the congested crossroads will also be required.

### **Mill Lane**

8.215 This site functions as part of the Primary Shopping Zone and as such any redevelopment will be required to maintain retail uses on the ground floor, upper floors could be used for both residential and or office accommodation. The route between Market Street and Bus Station into the High Street along Mill Lane is considered one of the key Town Centre gateway areas and as such development in this area should reflect this in the design of the public realm and the buildings that surround it.

### **Worcester Road Employment Area**

8.216 The Council wishes to maintain a substantial element of employment opportunities in and around the Town Centre and as such the focus for any redevelopment of this site should be employment led. It is also acknowledged that flexibility needs to be introduced to enable businesses to operate in challenging economic circumstances such as those we currently face. Adjacent properties to the north, which are currently part of the existing Town Centre zone, may also offer wider opportunities for redevelopment, along with any proposals for the site identified above.

8.217 In conclusion the Town Centre whilst performing the role and function of serving the needs of Bromsgrove's residents, has the potential for

enhancement and sustainable mixed use regeneration to enable it to better perform this function for the greater benefit and inclusion of local residents.

### **Consultation Feedback**

8.218 There was widespread support for the regeneration of the Town Centre with very few changes actually sought to the policy.

8.219 Overall support for the naturalisation of the Spadesbourne Brook was noted with some respondents concerned it would impact the trading access to businesses in the Town Centre. The policy seeks to encourage the naturalisation of specific parts of the Spadesbourne Brook especially in areas that will allow for greater use by local residents whilst not to the detriment of local businesses.

8.220 Some respondents felt the policy should provide greater detail on the evening economy with others suggesting that a specific housing target for the Town Centre would be beneficial. A number of references are made to the evening economy and it is considered this policy provides adequate support to allowing such development to take place within the Town Centre. In addition an Evening Economy Group was established so that local businesses and interested parties could directly influence the economic potential of Bromsgrove Town Centre in the evening.

8.221 In terms of housing numbers it is difficult at this stage to anticipate numbers that could be achieved, partly due to the mixed use opportunities at certain sites and the uncertainties linked to viability and it is considered that any Town Centre housing would provide a windfall gain. The rationale for not incorporating a specific number of residential units in the Town Centre is that it is very difficult to estimate what capacity each site could contain. At this stage specific targets are almost impossible to determine, however, once developers seek to progress with the sites, only then will a realistic target be known and worth referencing.

8.222 Some respondents wanted to encourage independent retailers whilst others recognised the potential to attract a large retailer to the Town Centre. The revised policy recognises the importance of small and independent businesses to Bromsgrove and they have a role to play in Bromsgrove in offering alternative shopping choices to the large retailers. In addition the policy seeks a balanced approach in terms of providing the physical space for nationally established retailers whilst also safeguarding the smaller boutique style independent retailers. It is important for Bromsgrove Town Centre to adapt to the modern requirements of retail so that it is a positive environment for retailers.

8.223 Several respondents referred to specific development sites with some seeking improvements to the existing sports hall and support for the Sainsbury's development. In terms of specific sites the revised policy incorporates the 10 development sites within the Town Centre to emphasize the Councils support of Town Centre regeneration. This includes School Drive site which encourages a new leisure centre and the proposal for a Sainsbury's

supermarket on the Birmingham Road Retail Park which received planning permission on 28 June 2010.

8.224 Some public support for the Drill Hall as a historic, architectural and local asset (by local residents) was raised. It was also noted that there is some public support to regenerate the whole site and create a modern building. There is also no reason why in regenerating the Drill Hall that some reference is given to the historical background to the site. A number of factors need to be considered when regenerating a site. Local support for keeping certain buildings in Bromsgrove is noted and the Council can seek to encourage the retention of them, but there are other factors that would be considered when regenerating the identified sites. These include whether the buildings are on the local list, whether the building is statutory listed, the level of quality design or architectural quality of a proposed building, and also the level of economic activity that the regeneration of a site could together with viability issues to enable development to proceed. When considering these factors regeneration of a site could be very difficult to refuse.

### **Sustainability Appraisal**

8.225 This policy performs well overall as the regeneration of the town centre is likely to have far reaching social, economic and environmental benefits for the District.

### **BDP17 Town Centre Regeneration**

**BDP17.1 The Town Centre, as shown on the Policies Map, represents an area where significant change and conservation is needed along with a planning framework to guide and promote future development. All new development is required to be appropriate, in terms of scale, quantity and use, to the character and function of the Town Centre.**

### **BDP17.2 Bromsgrove Town Retail Capacity**

#### **BDP17.2.1**

**BDP17.2.2 Bromsgrove Town Centre will continue to be the main retail centre of the District with extended Primary and Secondary Shopping Zones being the focus. As such:**

- a) A1 Uses will remain the predominant use for ground floor premises in the Primary Shopping Zone in order to maintain the retail vitality and viability of the Primary Shopping Zone and wider Town Centre.**
- b) Other A class uses will be supported throughout the Secondary Shopping Zone. Development outside A Class Uses in Secondary Shopping Zones and will be considered where there is no adverse impact to the retail viability of the Town Centre.**
- c) Retail development will be generally resisted in other areas of the designated Town Centre unless it can be demonstrated that proposals will not have an adverse impact on the viability and vitality of the primary or secondary shopping zones.**

**The Council will:**

- d) Continue to support markets in the Town Centre and provide for specific facilities within the public realm to ensure that a range of different markets can contribute to the overall vitality of the Town Centre.
- e) Support proposals to deliver high quality housing which provides a mix of unit sizes and tenure, contributing to the districts overall affordable housing provision. This includes retirement living accommodation on Recreation Road; development of vacant premises above shops on and surrounding the High Street; residential development within mixed use schemes.
- f) Continue to support small specialist shops, whilst creating opportunities for new retailers to enter the Town; and seek to offer new opportunities for people to work in the Town by providing an enhanced Town Centre which provides flexible business spaces available to accommodate a wide range of employment uses, as well as dedicated B1 office developments. Existing employment sites will be the focus of new employment developments.
- g) Protect and enhance all existing public open spaces within the Town Centre with specific proposals for enhancements on The High Street, The Spadesboune Brook and The Recreation Ground.
- h) Seek to improve the range of the evening economy uses within the Town Centre, to include a mix of entertainment uses for all groups, including sport, leisure and culture, a choice of bars, cafes and restaurants. New opportunities for community events will be explored including community focused leisure and cultural development and potential for a new Civic Centre whether stand alone or part of a mixed use scheme.

#### **BDP17.3 Movement**

- a) Sustainable travel will be promoted by improving pedestrian priority, linkages and mobility within and across the Town Centre; improving pedestrian and cycle linkages in particular between Bromsgrove Railway Station and the Town Centre, and improving key junctions including Birmingham Road/Stourbridge Road.
- b) Significant improvements in public transport, will be encouraged particularly to bus services in order to provide an integrated and regular bus service which will connect new and existing residential areas to the Railway Station, with the Town Centre acting as the focal transport hub.
- c) Town Centre Car Parking will be restructured to offer a network of fewer, more efficient car parks at key locations, opportunities for developing smaller more evenly distributed car parks will be considered.
- d) The proposals will contribute towards ensuring accessibility for all.

#### **BDP17.4 Public Realm**

Measures to ensure an attractive and safe Town Centre is created will be encouraged by implementing a new public realm scheme and

complementary design and conservation policies. The High Street will be the focus of public realm improvements.

#### **BDP17.5 Urban Design and Conservation**

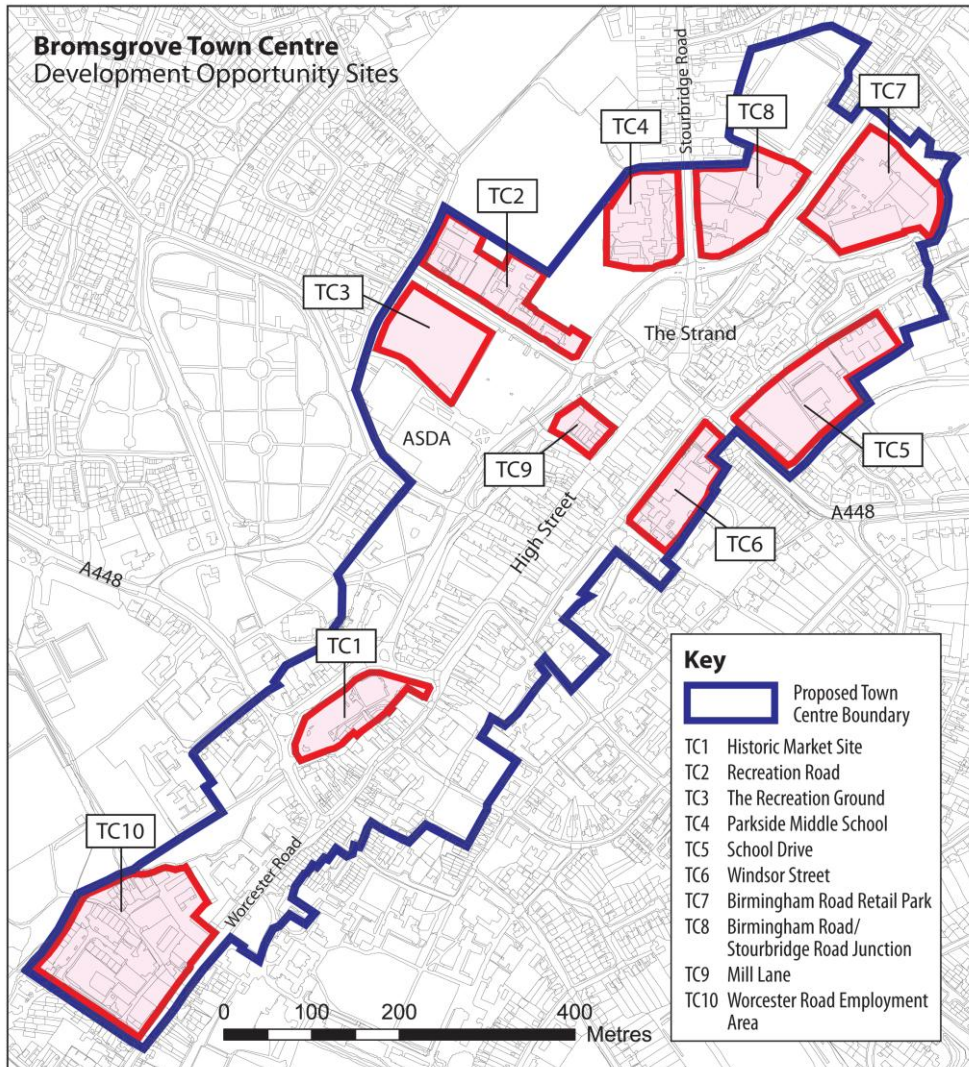
The design of new development should be of the highest quality and respect the historic environment within which it sits. New proposals should encourage more sympathetic and high quality infilling schemes. All development proposals should meet the following principles:

- a) Include high standards of architecture and design, using high quality sustainable materials and building methods.
- b) The sensitive redevelopment of sites which currently detract from the character and appearance of the Town Centre, with new buildings that add to the evolution of the area whilst respecting the scale, height, massing, alignment and materials of adjacent historic buildings
- c) New developments should respect the historic Town Centre street pattern, the established building line, historic spaces between buildings and the overall sense of place.
- d) New buildings are to frame streets and public spaces providing natural surveillance, and preserving and exploiting important views into, within and out of the Town Centre
- e) Design proposals at gateway locations such as the Historic Market Site, Parkside Cross roads and the Stratford Road/ Windsor Street/Strand area to reflect their prominence and importance to the character of the Town Centre.
- f) On specified opportunity sites perimeter blocks are to be used that positively address roads, walkways and public spaces and all ground floors should contain active frontages.
- g) When redeveloping shopfronts particular regard should be had to retaining surviving historic details, respecting established fascia lines, reducing illumination levels wherever possible, avoiding the use of external security measures.

#### **BDP17.6 Natural Environment**

Opportunities will also be encouraged in new schemes to mitigate against and adapt to the effects of climate change, for example, renewable energy and recycling. This will include the naturalisation of parts of the Spadesbourne Brook and improved open spaces like the Recreation Ground and Crown Close to improving the quality and value of open spaces in the Town Centre.

**BDP17.7 Bromsgrove Town Centre Development Sites**  
 Ten development sites have been identified in Bromsgrove Town Centre. The sites provide an opportunity to stimulate development and secure a long term future for Bromsgrove.



**Table X: Town Centre development sites**

Reference	Town Centre Site	Area (hectares)	Suitable Use	Development status
TC1	Historic Market Site	0.7	Retail led mixed use	Application pending
TC2	Recreation Road	1.2	Residential (C3/C2)	Short- medium term
TC3	Recreation Ground	1.1	Open space	N/A
TC4	Parkside Middle School	0.7	Office led with public library	Application pending
TC5	School Drive	1.6	Leisure led	Short-medium term
TC6	Windsor Street	0.8	Retail led mixed use	Medium term
TC7	Birmingham Road Retail Park	1.7	Retail - supermarket	Full planning permission
TC8	Birmingham Road/ Stourbridge Road Junction	1.1	Office led mixed use	Long term opportunity
TC9	Mill Lane	0.2	Retail led mixed use	Long term opportunity
TC10	Worcester Road Employment Area	2.3	Employment led	Long term opportunity

**BDP17.8 TC1 Historic Market Site**

The Historic Market site is a major mixed use development opportunity which the Council will promote for comprehensive redevelopment.

The following principles for development will apply:

- A. Retail led mixed use development scheme will be the primary land use.
- B. Leisure uses such as cafés, restaurants, and a cinema may also be acceptable on the ground floor. Residential and office uses may be acceptable on upper floors.
- C. Scale of development to preserve or enhance the surrounding Conservation Area with protection of notable views including the view to St Johns Church.
- D. Where possible perimeter blocks should be used in line with policy BDP17.5F.
- E. Design proposals for the north eastern portion of the site (George House/ Blockbuster) must reflect both its prominence as the termination of the High Street and also as the gateway into the historic market site.
- F. The Spadesbourne Brook must be considered as part of the public realm element of any proposals, including provision for enhanced walking and cycling opportunities.
- G. All proposals will be required to contribute to public realm improvement to ensure this site is linked into the wider Town Centre.
- H. All revised car parking proposals must be consistent with the wider car parking strategy for the Town Centre.



#### **BDP17.9 TC2 Recreation Road**

The Recreation Road site is a major residential development opportunity. The following development principles will apply:

- A. The predominant land use will be independent retirement led residential units (C3) with inclusive optional care and support services, other acceptable uses are ancillary nursing care (C2) and limited general needs housing.**
- B. Development must have an active frontage onto Recreation Road, and respect the scale of the surrounding buildings and the setting of the adjacent Conservation Area.**
- C. Clear, safe pedestrian access must be provided to the recreation ground opposite.**
- D. 40% of all units will be required to be affordable housing.**

#### **BDP17.10 TC3 Recreation Ground**

The Recreation Ground will remain as open space, although enhanced to provide a more attractive and safe community resource. The following enhancements are proposed:

- A. New hard and soft landscaping which are consistent with public realm proposals for the High Street and the Spadesbourne Brook and which provide clear pedestrian linkages to other areas of the Town Centre.**
- B. The creation of a new distinctive multi- functional public event/performance space.**
- C. New children play facilities constructed with natural materials.**
- D. A fully accessible community garden which incorporates many high sensory elements.**

#### **BDP17.11 TC4 Parkside Middle School**

The former Parkside Middle School is a Grade II Listed Building and therefore would have to undergo sympathetic conversion for development potential to be realised. The following development principles will apply:

- A. Office conversion is considered to be the most suitable use, although other uses may be acceptable.**
- B. Full regard to the buildings listed status will be essential for all proposals.**
- C. Development will be required to contribute to the reinstatement of the avenue of lime trees on Market Street.**

#### **BDP17.12 TC5 School Drive**

The School Drive site is a major leisure development opportunity site within the Town Centre, which has an important role to play in integrating the Artrix, Bromsgrove North High School, NEW College and the proposed replacement Fire and Police station into the Town Centre community.

Development should meet the following principles:

- A. A leisure centre with associated parking and complementary uses including possible new public sector facilities will be the predominant use on site.**
- B. Residential development is considered acceptable.**

- C. The new leisure centre should contain, a swimming pool, fitness suite, multifunctional studios, sports hall facilities and ancillary uses such as café/ restaurant will also be acceptable.**
- D. Other small scale retail and commercial development could also be acceptable as part of a comprehensive scheme.**
- E. All buildings must have a frontage onto School Drive and where possible Stratford Road.**
- F. Proposals must be considered in tandem with other major development proposals on Windsor Street, and contribute positively to creating clear functional links between the Town Centre and uses further along School Drive.**

#### **BDP17.13 TC6 Windsor Street**

**The Windsor Street site is a major mixed use development opportunity which has the ability to enhance and expand the Towns retail offer.**

- A. The northern end of the Windsor Street will be developed as a retail led mixed use scheme.**
- B. All development must respect the function, scale and massing of buildings on the High Street in order to complement rather than dominate the Town Centre's retail focus.**
- C. All development at ground level will contain active retail frontages onto Windsor Street and Stratford Road.**
- D. Individual Retail floorspace footprints will need to be a minimum of 1000m<sup>2</sup> to compensate for the lack of larger foot print buildings on the High Street.**
- E. Other uses such as office and residential will be encouraged on upper floors.**
- F. Proposals must be considered in tandem with other major development proposals on School Drive.**

#### **BDP17.14 TC7 Birmingham Road Retail Park**

**The site which is already subject of a development proposal has significant potential for substantial supermarket style retail development. The following principles will apply:**

- A. The site will be reconfirmed as a retail site within the Town Centre, which will become part of an extended Primary Shopping Zone.**
- B. Development must be brought forward onto Birmingham Road to reinstate the active street frontage to this important gateway into the Town Centre.**
- C. The listed buildings on Birmingham Road must be retained in their current form and any development proposals must respect the scale of these buildings.**
- D. Improved pedestrian and landscaping links with the core of the Town Centre must form part of any comprehensive development proposals.**
- E. Open space to the rear of the existing store will be retained and form part of the enhanced Spadesbourne Brook.**
- F. Improvements will also be required to the road infrastructure at the junction of Stourbridge Road, Birmingham Road, Market Street and the Strand.**

#### **BDP17.15 TC8 Birmingham Road / Stourbridge Road Junction**

This site offers an opportunity for office led mixed use development. The following development principles will apply:

- A. A perimeter block arrangement will be encouraged to reinstate street frontages.**
- B. High quality distinctive architecture will be required to establish the Parkside Crossroads as a key gateway into the town.**
- C. The scale of the development on Birmingham Road would need to respect development taking place on the Birmingham Road Retail Park.**
- D. The Stourbridge Road frontage would need to have regard to the former Parkside School opposite.**

#### **BDP17.16 TC9 Mill Lane**

This site offers a longer term opportunity for retail led mixed use development. The following development principles will apply:

- A. At ground floor level A1 retail uses are to be the predominant use with upper floors suitable for office and residential development.**
- B. The scale of retail development is to be determined although the scope to include larger retail spaces must be considered.**
- C. Proposals must include details of public realm improvement on Mill Lane and the creation of an enhanced public space and would require a development which reflects the role of this space as a 'town square'.**
- D. Spaces to the rear of the current buildings which are adjacent to the Brook must have full regard to the enhanced environment created by the naturalised Spadesbourne Brook.**
- E. The current pedestrian thoroughfare along Mill Lane will be protected in any development proposals.**

#### **BDP17.17 TC10 Worcester Road Employment Area**

Proposals for new employment uses will be supported within the existing employment allocation. Subject to BDP14 other uses may be acceptable where it can be demonstrated that they support the wider enhancement of the Town Centre and do not compromise the existing retail core of the Town Centre.

**BDP17.18 Any major redevelopment proposals should reflect the linear nature of the Town with active frontages along Worcester Road, although opportunities exist for a wide range and scale of design approaches on other areas of the site. The eastern edge bounded by the Spadesbourne Brook and Sanders Park must address these features and where possible look to use these features as a positive design element.**

#### **BDP 18 Local Centres**

8.226 Bromsgrove Town is the main shopping location in the District, whilst Local Centres provide vital facilities and services to serve the local populations. It is important that these areas are safeguarded for retail use into the future in order to ensure a sustainable approach to future provision is realised. Further retail development within these centres will be supported providing that it is appropriate to the role, scale and character of the centre. No retail growth figures have been set out for the Local Centres but they are considered

appropriate for a small amount of retail growth in order to fulfil their function of meeting day-to-day needs. The role and function of the Local Centres will be protected by the Council and out-of-centre development that threatens their vitality and viability will be strongly resisted. Allowing limited expansion of existing shops can be key to maintaining their viability. The NPPF promotes town and other centres as important places for communities and the Government wants new economic growth and development for main town centre uses to be focused in existing centres to ensure their vitality and viability.

8.227 The District Council recognises the important function of retail facilities and their contribution to community life across all settlements within the District. In order to maintain the concentration of shopping facilities in the large settlements, the District Council has identified the area where the majority of retail and related uses are located (as indicated on the Policies Map). Where new retail uses are proposed in this area, the District Council will expect the schemes to be compatible with the scale and form of the original buildings to which they apply. The loss of retail units within the shopping frontages may jeopardise the strength of the shopping area as a whole. The District Council will be keen to retain these facilities wherever possible. Equal importance is attached to resisting the extension of retail and related uses into adjoining residential areas with the potential loss of housing stock, unless there are exceptional reasons for doing so. Although some non-retail related uses are beneficial to Local Centres and the provision of sustainable communities, they will need to be a proven local need.

### **Consultation Feedback**

8.228 Although this is a new policy, there were a number of comments from the DCS2 and the Draft Town Centre AAP that have influenced this policy. There were concerns from numerous residents as to whether current centres can cope with the increased populations and the affect it will have on infrastructure. There was a growing consensus that people want to shop near to where they live and have more comprehensive centres. Depending on the settlement, some responses felt there was a well balanced mix of shops in their local centres, whereas some responses said there were limited retail amenities. As with BDP12 Sustainable Communities there was considerable support for resisting the loss of existing facilities.

### **Sustainability Appraisal**

8.229 This policy aids numerous social objectives in terms of sustainability. The provision of mixed used in Local centres, with particular regard for retail facilities, mean these areas become more sustainable. People would be less likely to travel further afield for certain facilities and services, allowing more sustainable travel choices. This in turn can have effect on the health and well-being of local communities as they are more likely to walk or cycle to the centres. As cars could potentially be used less, there are also environmental advantages to this policy as there are possible improvements to air quality and the effects of climate change.

8.230 Creating active frontages and complimenting uses above retail units can reduce crime and anti-social behavior by providing natural surveillance there is also the potential for vacant buildings to be used for local retail facilities, which is an effective use of land and would help to retain the retail character of the centres. The Sustainability Appraisal showed there were no known weaknesses to the policy.

## **BDP 18 Local Centres**

**18.1 Within the areas defined on the Policies Map the District Council will allow proposals for retail development (Class A Uses) at ground floor level and retail, office or residential use at upper floor level. These areas are defined as Local Centres for shopping purposes in accordance with the provisions of Policy BDP2.**

**18.2 The District Council will only allow retail proposals which are capable of being integrated with the existing shopping frontages and which do not extend the shopping area. Planning permission for new local shops will be granted provided they are of an appropriate scale and it can be demonstrated that they will not undermine the vitality or viability of existing village facilities or those in Local centres and that there are no adverse impacts on residential amenity and road safety.**

**18.3 Throughout the District, the loss of a shop or service falling within Class A Use will be resisted unless it is demonstrated to be unviable or not required by the community. It may be considered appropriate for a non-retail related facility or service, where there is a proven need and where the development has overwhelming benefits for the local centre and the community. Applications for alternative uses of land or buildings will be treated on their merits having regard to market signals and the relative need for different land uses to support sustainable Local centres and their communities.**

## **BDP 19 High Quality Design**

### *Good design*

8.231 Good design is a key aspect of sustainable development. Good design can help to create thriving places which are well designed, well built, inclusive and safe, well run, well connected, well served, environmentally sensitive and have the potential to improve life chances. Good design principles operate equally in urban, suburban and rural contexts. They operate at all scales of place – at the different scales of the town, the neighbourhood, the street, and the individual building. They relate to all forms of movement – on foot, by bicycle, by car, and by public transport. Good design has robustness - an inherent quality that will last beyond completion of construction of any particular building<sup>23</sup>.

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<sup>23</sup> Design Council (2012) "A Design Wayfinder"

8.232 The Council will expect all developments to follow and apply tools, guidance and procedures to achieve good design at all scales. A list of useful tools and guidance is included below, which will be updated as necessary. A Design Guidance Supplementary Planning Document will also be produced to provide further advice.

Useful Tools/ Guidance/ Procedures	
<i>Standards and quality in development – a good practice guide, 2<sup>nd</sup> edition</i> (National Housing Federation, 2008)	The guide contains advice and standards in relation to the key skills needed in the development process. It provides an overview of urban design issues that should be considered when designing the external environment, shared and communal areas and the internal environment.
<i>Urban Design Compendium</i> (Homes and Communities Agency, 2000)	The two Urban Design Compendium publications outline the key aspects of urban design and how these can be applied to create places where people want to live, work and socialise. It also provides practical guidance on the steps that can be taken and barriers that need to be overcome during policy and project development to improve the quality of place delivered.
<i>Better places to live by Design</i> (Office of the Deputy Prime Minister and Commission for Architecture and the Built Environment, 2001)	The guide focuses on the attributes that underlie successful residential environments in order to provide guidance on implementing the new approach to planning for housing
<i>Manual for Streets</i> (Communities and Local Government, Department for Transport, 2007)	The manual provides a set of principles that focus on lightly-trafficked residential streets, but many of its key principles may be applicable to other types of street (not trunk road network)
<i>Manual for Streets 2</i> (Chartered Institution of Highways and Transportation, 2010)	The manual complements <i>Manual for Streets</i> and provides guidance that extends beyond residential streets to busier streets and roads both in urban and rural locations up to, but not including, trunk roads.
<i>By Design. Urban design in the planning system: towards better practice</i> (CABE, 2000)	The guide aims to encourage better design and to stimulate thinking about urban design. It covers all aspects of the built environment, from the design of buildings and spaces, landscapes, to transport systems; and for planning and development at every scale, from streets and their neighbourhoods, villages and cities.
<i>Car parking: what works where</i>	This toolkit highlights the most appropriate car parking approach according to density of

(English Partnerships, 2006)	development and housing typology.
<i>Creating successful masterplans: a guide for clients</i> (CABE, 2011)	A step by step guidance for creating a successful masterplan
<i>Design Review</i>	The NPPF refers to design review arrangements to ensure high standards of design in developments. MADE in the West Midlands ( <a href="http://www.made.org.uk">www.made.org.uk</a> ) is part of an England-wide design review service which has signed-up to an agreed set of principles of quality design review.

### *Local Distinctiveness*

8.233 Different elements interacting with each other contribute to the local character of a place. In the macro level, the Landscape Character Assessment and Historic Landscape Character Assessment of Worcestershire define the elements that contribute to the local character in terms of settlement pattern, tree cover, land use and field morphology all underpinned and influenced by inherited and extant historic attributes. In the micro level, elements such as street pattern, building layout, building types, architectural styles and features, building materials, building line, individual trees and green spaces, key buildings, archaeology, boundary treatments also play a role in defining the character of an area. For example, Bromsgrove District is predominantly a 'red brick' area because of the minerals in the local clay.

8.234 The District has a variety of character, with those that have very special architectural or historic interest designated as Conservation Areas, Listed Buildings, Scheduled monuments or Registered Parks and Gardens. Elsewhere there are landscape character areas and historic assets that significantly contribute towards the character of the District. However, many of the post war developments in the District are divorced from and out of scale with their surroundings. This also applies to the more recent housing estates which are built with standard house types and layout. They do not respond to local character and could be found anywhere in the Country. To enhance the local distinctiveness of Bromsgrove District, it is important that all new developments appraise its surrounding areas at the macro and micro level, identify the elements that would enhance the local distinctiveness of the area and incorporate them into the design of the development. The Council will expect all applications to explain how the design of the development recognises, relates to and enhances the local character of the area.

### *Spaces and places*

8.235 Good design is important not only in buildings, but also in the public spaces between buildings - the public realm. Streets are the most common form of public space, and once designed and constructed they cannot easily be changed. Streets are social spaces as well as spaces for transport and movement, and part of good design is place-making - making spaces into places with identity and meaning. Public art can make a place distinctive.

Streets, spaces and public art are therefore major elements of place-making and creating a successful neighbourhood.

8.236 Many poor connected developments with road-dominated layout encourage people to use car, which has led to fewer opportunities for people to meet and socialise. This can contribute to social exclusion, and a loss of local identity in neighbourhoods. To achieve well-design homes and neighbourhoods, the Council will expect all housing developments to follow the design principles in the external environment section of the Standards and Quality in Development: A good practice guide and use Building for Life as a tool to facilitate design conversation at all stages of the development process. The Council will expect development to achieve the highest standard of Building for Life. Under Building for Life 12, this would be achieving all twelve “greens” and the completed development be eligible for the ‘Building for Life Diamond’ status.

#### *Sustainable Design and Construction*

8.237 It is well understood that most development damages the natural environment and it is important that the resulting damage to the environment can be minimised. The Code for Sustainable Homes and BREEAM are the widely adopted tools for rating and measuring the sustainability performance of domestic and non-domestic buildings. In Bromsgrove, it is tested viable in the Affordable Housing Viability Study to require affordable housing development to meet the Code for Sustainable Homes Level 6, and market housing to meet Code Level 4 now, and to meet Level 6 by 2016. For non-residential development, the Council expects development to meet the BREEAM ‘very good’ standard.

#### *Functional Residential Space*

8.238 Adequate space is a pre-requisite for basic living. There should be enough room for residents to cook, eat, relax and socialise. There should be sufficient space for furniture and the storage of personal possessions. If homes are to have a long life, they must offer functional and adaptable spaces that meet the needs of families, children, older people and disabled residents. *The Case for Space* report<sup>24</sup> highlights that many new houses are failing to provide the space families need, both inside and outside. *The Way We Live Now*<sup>25</sup> report also shows how people live today, what they need and expect from their homes, and whether the design and delivery of new homes is fit for purpose. Other countries commonly set space standards, and research indicates that levels of space in homes in England are near the bottom of the range in comparison with other European countries<sup>26</sup>. CABE recommends that local authorities should introduce or apply existing minimum space standards through their planning departments<sup>27</sup>. Building to suitable space standards will

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<sup>24</sup> Royal Institute of British Architects (2011) “*The Case for Space – The size of England’s new homes*”, RIBA

<sup>25</sup> Royal Institute of British Architects (2012) “*The way we live now: what people need and expect from their homes*”, RIBA

<sup>26</sup> Swingacat website ([http://www.swingacat.info/facts\\_figures.php](http://www.swingacat.info/facts_figures.php) )

<sup>27</sup> Commission for Architecture and the Built Environment (2009) “Space in new homes: what residents think” CABE



ensure new homes provide sufficient space for everyday activities. Homes can also be used more flexibly and adapted more easily by their occupants to changing life circumstances. The internal environment section of the Standards and Quality in Development: A good practice guide outlines a series of minimum sizes for essential items of furniture, and kitchen and bathroom fixtures and fittings; the space generated by their use; the areas needed for storage of general household items; circulation and access zones; and the main services and sound insulation levels from a resident-based 'functionality' perspective.. To ensure sufficient functional space is provided for future residents, the Council will expect all residential developments to meet the minimum sizes in the guide.

#### *Development in residential gardens*

8.239 Homes with large back gardens are common feature in Bromsgrove District, and previously a notable number of housing completions have come from developments on garden land. Although garden land was previously defined as brownfield land in PPS3, the NPPF now states that local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens. This does not mean that all development on garden land should be refused, but rather that careful consideration should be given to any proposals and whether there are any mitigating factors. One of the most important considerations for determining applications on garden land will be the retention of the existing character of residential areas. Development which significantly increases the proportion of ground coverage by buildings, or the scale of proposed buildings, is likely to be out of keeping with its surroundings and therefore is likely to be unacceptable and will be refused.

#### *Design and criminal behaviour*

8.240 The reduction of crime, and the fear of crime and anti-social behaviour are identified as important issues for Bromsgrove in the *Sustainable Community Strategy*. Previous consultations show that most people favour the promotion of designing out crime initiatives. The Council therefore expects all development to meet the 'Secured by Design' standard, unless it contradicts with principles of good spatial design on site. Good crime prevention/ safety measures are also good counter terrorism protective security. For example, access control, blast resistant glazing and structural design can make unauthorised entry more difficult, and reduce casualties in case of gas explosion. So where relevant and appropriate, the Council will encourage developments in crowded locations, or those expected to become crowded, to take into account the design principles in *Crowded Places: The Planning System and Counter- Terrorism and the relevant guidance*<sup>28</sup>.

#### *Air noise pollution and land contamination*

8.241 Air quality in the District is predominantly good and the air is mainly clean and unpolluted. There are however a few locations where the combination of traffic, road layout, geography, emissions from plant and machinery such as boilers has resulted in exceedences of the annual average for nitrogen dioxide

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<sup>28</sup> <http://www.nactso.gov.uk/crowded-places>

(NO<sub>2</sub>) and fine particulates (PM<sub>10</sub>). Several areas in the District are closely monitored for their air quality level, and a few are designated as Air Quality Management Areas (AQMA).

8.242 The focus of action to improve air quality has predominantly been on road transport and therefore low emission transport and building strategies are encouraged. Noise pollution is also a problem for areas particularly near to busy roads. Soft landscaping, in particular trees, which deliver multiple benefits as mentioned in *BDP24 Green Infrastructure*, in some cases also provide some attenuation of noise levels. Many developments only incorporate protected trees in their design, leaving the development with only hard landscaping and limited soft landscaping which, compared to trees, are more expensive to maintain and produce fewer long term benefits. The Council expects substantial new planting to be provided in new developments where it is appropriate, to provide benefits of biodiversity, the absorption of carbon, noise attenuation, and visual pleasure. All trees and woodland planting should take into account of Worcestershire County Council's guidance *Trees and Woodland in Worcestershire*<sup>29</sup>.

8.243 Bromsgrove generally has good or excellent land quality but our industrial, commercial and agricultural heritage means that there are many sites which have had one or more industrial or commercial uses which may have resulted in soil and water contamination that may need to be addressed.

#### *Residential density*

8.244 As high quality design can only be achieved through careful consideration of the characteristics in the locality, density which measures the number of houses per hectare is only an outcome of the design process rather than an indicator of quality. The Council acknowledges in BDP4 Green Belt that the land identified in this Plan can only meet the housing needs till 2022/23, it is therefore important that when designing a development, the design should also aim to make the best use of land in accordance with BDP7 Housing Mix and Density.

#### **Consultation feedback**

8.245 There was some support for the policy, in particular the reference to design out crime, soft landscaping, trees retention and the user hierarchy. There were some misunderstandings that the policy tries to keep all trees rather than those considered appropriate.

8.246 Some questioned the legitimacy of imposing the HCA space standards beyond affordable housing. As one of the aims of planning is to plan for houses that meet people's needs and expectations, it is considered that developers should take into account other published evidence and meet the requirements where viable.

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[http://www.worcestershire.gov.uk/cms/pdf/Woodland%20guidelines\\_final%20doc\\_23%20Nov%202010.pdf](http://www.worcestershire.gov.uk/cms/pdf/Woodland%20guidelines_final%20doc_23%20Nov%202010.pdf)

8.247 Some raised concerns that the policy reference to the Building for Life and West Midlands Sustainability Checklist elevates the status of the two tools, would create potential conflicts with PPS3 and would create extra burden for developers. Also, funding for the West Midlands Sustainability Checklist has stopped and some suggested developing a local checklist. As Building for Life and West Midlands Sustainability Checklist are only assessment tools guiding developments to achieve good design, it is not considered that policy reference conflicts with national policy which also seeks high quality design. There is also no evidence to suggest that high quality design is more costly. There were a few objections on the reference to public art, development accessible to all and creating a place that help people get together. These are considered as important elements of place shaping which will help create a unique image of development and promote people's sense of belonging, and are therefore kept in the revised policy.

### **Sustainability Appraisal**

8.248 The Policy was assessed within the Sustainability Appraisal and has many positive features with respect to environmental, social and economic sustainability with no clear weaknesses.

### **BDP 19 High Quality Design**

**BDP 19 .1 The Council will deliver high quality people focused space through:**

- a. **Requiring developments to use appropriate tools and follow relevant guidance and procedure to achieve good design;**
- b. **Preparing a Design Guide Supplementary Planning Document;**
- c. **Ensuring residential development achieve the highest standard of Building for Life;**
- d. **Ensuring all affordable housing to meet the Code for Sustainable Home Level 6 and all market housing to meet Code Level 4 now and Code Level 6 by 2016;**
- e. **Ensuring all non-residential developments to meet BREEAM 'very good' standard;**
- f. **Ensuring development to enhance the character and distinctiveness of the local area;**
- g. **Supporting all major developments that help facilitate interactions between future occupants;**
- h. **Promoting developments to include new Public Art;**
- i. **Creating and enhancing gateway locations and key approach corridors as well as protecting and enhancing important local and longer-distance visual corridors;**
- j. **Ensuring developments are accessible to all users;**
- k. **Ensuring permeable, safe and easy to navigate streets layout;**
- l. **Avoiding road-dominated layout by supporting the design of street to follow the user hierarchy: 1) pedestrian; 2) cyclists; 3) public transport users; 4) specialist service vehicles (e.g. emergency services, waste, etc.); 5) other motor traffic;**
- m. **Requiring residential developments to provide sufficient functional space for everyday activities, meet people's needs and expectations**

- from their homes, and to enable flexibility and adaptability through meeting the internal environment standards in Standards and Quality in Development: A good practice guide;
- n. Development of garden land will be resisted unless it fully integrates into the residential area, is in keeping with the character and quality of the local environment;
  - o. Ensuring developments meet the 'Secured by Design' standard;
  - p. Ensuring all trees that are appropriate (e.g. in terms of size, species, conditions and predicted climate) be retained and integrated within new development;
  - q. Ensuring development incorporates sufficient, appropriate soft landscaping and measures to reduce the potential impact of pollution (air, noise, vibration, light, water) to occupants, wildlife and the environment;
  - r. Ensuring development is made suitable for the proposed final use, for instance, in terms of land contamination. The Council will determine whether reports detailing for example, site history; an appropriate remediation scheme; long term monitoring and maintenance proposals, will need to be submitted in support of any planning application. Such reports will be prepared in accordance with best practice guidance.
  - s. In relation to air quality all new developments with a floor space greater than 1000sqm or 0.5 hectare or residential developments of 10 or more units must not increase nitrogen dioxide (NO<sub>2</sub>), particulate matter (PM<sub>10</sub>) and carbon dioxide (CO<sub>2</sub>) emissions from transport and should be accompanied by an assessment of the likely impact of the development on local air quality and comply with current best practice guidance.
    - a. All planning applications meeting the above criteria should be accompanied by an assessment of the likely impact of the development on local air quality and comply with current best practice guidance. The applicant will also take into account the cumulative impacts of validated developments in the local area. Additionally, the assessment should consider the impact of local air quality on the proposed development.
    - b. Development with the potential to result in significant impact on air quality, either cumulatively or individually will be resisted unless appropriate measures to mitigate the impact of air pollutants are included. Development will be expected to contribute to the provision of adequate mitigation measures in accordance with BDP6.
  - t. Development proposals should maximise the distance between noise sources (for example motorways) and noise sensitive uses (such as residential), whilst also taking into account the implications of the existing night time use of the locality.
  - u. Ensuring a feasible and viable management plan is available for all the facilities and provisions arising from the development;
  - v. Ensuring development make the best use of land in accordance with BDP7 Housing Mix and Density

**BDP 19.2 For large scale developments, developers will need to prepare Design Codes for the area, which would then serve to inform all developments in that area as they come forward.**

## **BDP 20 Managing the Historic Environment**

8.249 Bromsgrove District is a diverse, attractive area, which has a real sense of history with 12 designated conservation areas, over 469 statutorily listed buildings, 13 scheduled monuments and 2 historic parks and gardens. There are also hundreds of buildings of local interest and undesignated sites of archaeological interest which contribute to the local distinctiveness of our streets and spaces. The interaction of the natural and built environment is a key characteristic of the Bromsgrove District, with a range of surviving historic settlements and village cores surrounded by open countryside. Historic buildings and spaces are a key component of our shared cultural identity and are a visual representation of how we used to work and live.

8.250 The Council recognises that the historic environment is one of the important factors in making Bromsgrove unique and is a source of local identity and pride. It is therefore vitally important that this is reflected in our approach to the future management of historic assets and that it is given sufficient weight in development decisions. Not all the District's buildings or areas enjoy statutory protection and therefore consideration will be given to putting forward currently unlisted buildings for inclusion on the Statutory List and the designation of new conservation areas.

8.251 Furthermore it is acknowledged that an adopted local list is required to formally identify the locally important heritage assets within the District, although such a list can never be definitive. Many heritage assets within the District which do not currently meet national criteria for statutory listing are of local importance and are worthy of protection and conservation. In particular assets which are notable in terms of local character and distinctiveness are of great importance. Within the District examples would include, nailers cottages, assets associated with the scythe industry and assets associated with the use of the Birmingham and Worcester canal which runs the length of the District, to name but a few. The identification of heritage assets and their management is supported by tools such as the County Historic Environment Record and local area based assessments and audits. Information collected by owners, developers, historians and others is also of importance and continues to expand our knowledge and understanding of the historic environment.

### **Consultation Feedback**

8.252 There was support for the policy however some respondents felt that the policy could be improved. It was argued that the approach to design was too prescriptive and a contemporary approach is not always the right approach. The reference to contemporary design has now been removed with the focus now on achieving development that is sympathetic to historic assets. Some respondents considered that the policy should make greater reference to the Historic Environment Assessment, Historic Landscape Characterisation,

Conservation Area Appraisals and the West Midlands Farmsteads and Landscape Project. The inclusion of a reference to each of these documents was considered unnecessary as many form part of the evidence base for the policy. A reference to the production of appraisals and management plans for each conservation area has been retained. There was support for the inclusion of a local list and the Council agree with this view. The policy now supports the updating and adoption of a local list. Some felt that there should be a greater emphasis on the re-use of buildings and appropriate climate change measures. Greater reference to these issues are now included within the policy.

## **Sustainability Appraisal**

8.253 This policy performs most strongly predominantly in environmental terms as it is very specific in the protection and enhancement of heritage in the District, however the policy does have some social and economic benefits. In social terms the protection and enhancement of such assets can add to the vibrancy and local distinctiveness of the District and also act as cultural, recreational and educational resources. The historic environment contributes to a sense of pride and quality of life and may enrich people's understanding of the diversity and changing nature of their community. In economic terms the preservation of the historic environment can contribute to the area's local distinctiveness. This may have economic benefits, for example, a refurbished historic character property in an area of attractive and well maintained properties may attain a higher price on the open market than an equivalent more modern and larger property due to special, perceived and actual, qualities for example, of uniqueness. Although in some cases the layout and efficiency of historic buildings may be considered unsuitable and inefficient by modern day standards and may in some cases be more costly to restore in terms of required materials and techniques, development that enhances the character and appearance of historic environment may also have the potential to contribute towards tourism and economic growth. Furthermore, the Council recognises that redundant historic buildings offer a range of opportunities for conversion to new uses which can act as a catalyst for regeneration and economic vitality.

## **BDP 20 Managing the Historic Environment**

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

**20.2 The District Council will support development proposals which sustain and enhance the significance of heritage assets including their setting. This includes:**

- a. Designated heritage assets, including listed buildings, conservation areas, scheduled ancient monuments, registered parks and gardens.**

- b. Non- designated heritage assets including (but not limited to) those identified on the local list and assets recorded in the Historic Environment Record.**
- c. The historic landscape of the District, including locally distinctive settlement patterns, field systems, woodlands and historic farmsteads.**
- d. Designed landscapes, including parks and gardens, cemeteries, churchyards, public parks and urban open spaces.**
- e. Archaeological remains of all periods from the earliest human habitation to modern times.**
- f. Historic transportation networks and infrastructure including roads, trackways, canals and railways.**

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

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

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

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

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

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

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

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

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

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

**20.13 The District Council will support development that:**

- i. Retains locally listed buildings.**
- ii. Involves sympathetic alterations and extensions to locally listed buildings**
- iii. Does not have a detrimental impact on the setting or context of locally listed buildings.**

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

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

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

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

**20.18 Where material change to a heritage asset has been agreed, recording and interpretation should be undertaken to document and understand the asset's archaeological, architectural, artistic or historic significance. The scope of the recording should be proportionate to the asset's significance and the impact of the development on the asset. The**



information and understanding gained should be made publicly available, as a minimum through the relevant Historic Environment Record.

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

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

## **BDP 21 Natural Environment**

8.254 The NPPF recognises that sustainable development involves seeking positive improvements in the natural environment including achieving net gains for nature. The natural environment encompasses different components, including biodiversity, geodiversity and landscape character. They are mutually dependent and should therefore be considered together.

8.255 In the UK, over 40% of priority habitats and 30% of priority species<sup>30</sup> are declining. In the Convention on Biological Diversity in Nagoya 2010, the Government agreed to halt the alarming global declines in biodiversity and has set a vision for England:

“By 2050 our land and seas will be rich in wildlife, our biodiversity will be valued, conserved, restored, managed sustainably and be more resilient and able to adapt to change, providing essential services and delivering benefits for everyone”.

8.256 In order “to halt overall biodiversity loss, support healthy well-functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people”<sup>31</sup>, the Government has set national targets in the England Biodiversity Strategy and established an institutional framework to achieve the recovery of nature , including establishing:

### *1. Local Nature Partnerships*

In July 2012, the Worcestershire Partnership Environment Group has successfully gained the Local Nature Partnership status and has the strategic focus on green infrastructure, green economy and valuing Worcestershire's environment.

### *2. Voluntary biodiversity offsetting schemes*

The Worcestershire County Council is working with Defra on complementary projects and the information gathered will feed in to the independent evaluation

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<sup>30</sup> UK Biodiversity Action Plan highlights report, 2008 reporting round in Biodiversity 2020: A Strategy for England's wildlife and ecosystem services, 2011

<sup>31</sup> “to halt overall biodiversity loss, support healthy well-functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people” is the mission of the Biodiversity 2020: A Strategy for England's wildlife and ecosystem services, 2011

of the biodiversity offsetting scheme. The trial will be completed by April 2014 and Defra will make a decision on the next steps after.

### 3. *Creating Nature Improvement Areas.*

8.257 One of the twelve Nature Improvement Areas (NIA) that won government's funding – the Birmingham and the Black Country NIA - and the Forest of Feckenham and the Black Country Living Landscape scheme run by the Wildlife Trust are right at the administrative boundary of Bromsgrove District.

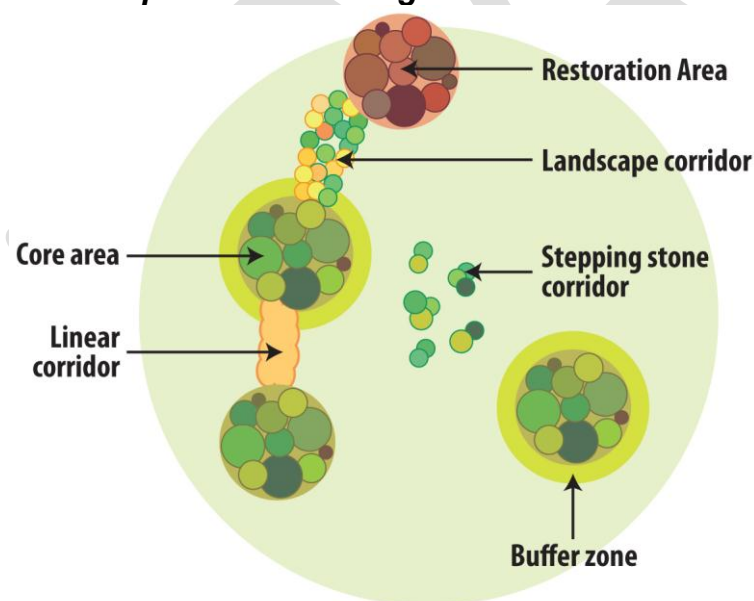
8.258 To ensure that a well-functioning, coherent and resilient ecological network is established, the Council expects all development to take into account and contribute towards meeting the national and local environmental targets, the environmental priorities of the Worcestershire Partnership Environment Group, participate in the biodiversity offsetting scheme (or its replacement) and connect to the Nature Improvement Area(s) and Living Landscape schemes where relevant.

8.259 Relevant national and local environmental targets include:

- the targets and actions for priority habitats and species set in the England Biodiversity Strategy, the UK, Worcestershire and Bromsgrove Biodiversity Action Plans or its replacements;
- the targets and actions set in the Worcestershire Geodiversity Action Plan,
- the relevant targets and priorities set in local strategies, such as the Water Vole Strategy.

### **Approach**

#### ***The components of ecological network***



8.260 To address fragmentation and restore the ecological network, the Council will require developments to take into account the following five components from a landscape scale perspective:

1. *Protect and enhance core areas of high nature conservation value*  
Bromsgrove District is well known for its attractive Worcestershire countryside which includes a diverse range of biological and geological assets of national and local importance. Some of these natural assets benefit from statutory

protection, such as the 13 Sites of Special Scientific Interest (SSSI's) and the habitats and species listed in Section 41 of the Natural Environment and Rural Communities Act (2006)<sup>32</sup>, but many do not, such as ancient woodlands and locally designated sites. There are 90 Local Sites (85 wildlife<sup>33</sup> and 5 geological<sup>34</sup>) in the District. All of these areas are core areas and any development that would compromise the favourable conservation status of these core areas will not be permitted.

2. *Protect and create corridors and 'stepping stones'*

Linking and restoring habitats, creating stepping stones are vital to the continued survival of wildlife in a changing climate. Water voles, once common in Worcestershire, are now only recorded as being present in Bromsgrove District. Like many other protected and important species, present water vole populations are small and fragmented and therefore prone to extinction. Road and motorway verges, hedgerows, watercourses, disused railway lines are the most common corridors used by wildlife. These habitats should be protected and enhanced to safeguard species, for example, culverted and canalised watercourses should be opened up and naturalised whenever possible.

3. *Enhance restoration areas*

The 2009 Special Wildlife Sites review shows that some sites have been lost due to the deterioration of the habitats. Information provided by the Earth Heritage Trust also shows that some geological sites are lost or in poor condition. These casualties are a loss to the District's biological and geological heritage and should therefore be restored whenever possible.

4. *Protect and create buffer zones – areas that protect core areas, restoration areas and 'stepping stones' from adverse impacts in the wider environment*

Buffer requirements for different habitats and species vary from developments and their main purpose is to protect core areas, restoration areas and 'stepping stones' from adverse impacts in the wider environment. The Council will expect sufficient buffers are created to keep adverse impacts at an acceptable level.

5. *Ensure sustainable use areas – areas of surrounding land that are managed in a sustainable and wildlife friendly way*

8.261 The UK National Ecosystem Assessment showed that nature is consistently undervalued in decision-making and that valuable habitats and species are not confined to protected areas, therefore development should not assume that undesignated areas are low in ecological or geological value. To ensure that the District will carry on to enjoy the ecosystems services in the future, Bromsgrove will expect development to follow the mitigation hierarchy (that is biodiversity damage from development should first be avoided, then mitigated on-site and finally, as a last resort and where acceptable, offset), provide net gains<sup>35</sup> in biodiversity and deliver multiple benefits in line with BDP24 Green Infrastructure. To ensure that the environmental impacts of construction is minimised, the Council will expect development to adopt good

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<sup>32</sup> Explanatory note of S41 of NERC Act from Defra is available at [http://www.merseysidebiodiversity.org.uk/pdfs/S41%20List%20-%20Explanatory%20Note%20\\_final\\_.pdf](http://www.merseysidebiodiversity.org.uk/pdfs/S41%20List%20-%20Explanatory%20Note%20_final_.pdf)

<sup>33</sup> These are formerly referred as "Special Wildlife Sites" (SWS) in Worcestershire.

<sup>34</sup> These are formerly referred as "Regionally Important Geological and/or Geomorphological Sites" (RIGS)

<sup>35</sup> The Council will adopt the metric for the biodiversity offsetting pilot in England published by the Department for Environment, Food and Rural Affairs or its replacement as a method for working out biodiversity gains in development

environmental site practices as appropriate, such as a Construction Environmental Management Plan (CEMP) or equivalent.

8.262 Landscape, which results from the interaction between the nature and culture of a place, directly affects our quality of life. In the past, landscapes of local importance were protected through rigid local designations, whilst the impact of developments outside of these areas was not normally considered. However, it is now recognised that all landscapes matter. The Worcestershire Landscape Character Assessment identifies the distinct, recognisable and consistent pattern of landscape elements in Bromsgrove. To ensure the landscape character of the District is enhanced, the Council will expect the design of all developments to take the Landscape Character Assessment into account and result in landscape gain. Details can be found in the Landscape Character Supplementary Guidance.

### **Consultation Feedback**

8.263 There was support for the policy and some would like to see greater protection for several habitats such as ancient woodlands and trees and stronger policy wordings such as replacing 'protecting' by 'safeguarding'. Some also referred to functional and ecological connectivity, landscape-scale thinking and suggested to include a direct reference to the Green Infrastructure policy, the Habitat Inventory and the 'Living Landscape' projects. Most comments are incorporated into this revised policy.

There was also criticism that the policy repeats the national policy and other legislative requirements. It was suggested that illustrative maps should be included. It was considered that the policy build on national guidance and in many cases are locally distinctive. Also, to ensure that the most up-to-date information is used, it is not considered illustrative maps should be included.

### **Sustainability Appraisal**

8.264 The Policy was assessed within the Sustainability Appraisal and performs well in environmental terms and has some social benefits but these will need to be carefully balanced against economic objectives on a site by site basis.

## **BDP 21 Natural Environment**

**BDP 21.1 The Council will seek to achieve better management of Bromsgrove's natural environment by expecting developments to:**

- a) Protect, restore, enhance and create core areas of high nature conservation value (including nationally and locally protected sites and irreplaceable nature resources such as sites with geological interest, ancient woodlands and habitats of principle importance), wildlife corridors, stepping stones and buffer zones.**
- b) Take appropriate steps to maintain the favourable conservation status of populations of protected species.**
- c) Protect, restore and enhance other features of natural environmental importance, in line with local environmental priorities.**
- d) Design-in wildlife, maximise multi-functionality in line with BDP24 Green Infrastructure and provide appropriate management, ensuring development follows the mitigation hierarchy and achieves net gains in biodiversity.**

- e) **Contribute towards the targets set out for priority habitats and species, the environmental priorities of the Local Nature Partnership, participating in the biodiversity offsetting scheme or its replacement, and connect to the Nature Improvement Area(s), the Living Landscape schemes or their equivalents, as appropriate.**
- f) **Deliver enhancement and compensation, commensurate with their scale, which contributes towards the achievement of a coherent and resilient ecological network.**
- g) **Protect and enhance the distinctive landscape character of Bromsgrove, as identified in the Worcestershire Landscape Character Assessment, and take account of the Worcestershire Landscape Character Assessment Supplementary Guidance.**
- h) **Contribute to the conservation and enhancement of geodiversity, in line with the objectives and actions in the Worcestershire Geodiversity Action Plan, where appropriate.**
- i) **Adopt good environmental site practices as appropriate, including in the form of a Construction Environmental Management Plan (CEMP) where appropriate.**

### **8.265 Clean, Green and Healthy**

BDP 22 Climate Change  
 BDP 23 Water Management  
 BDP 24 Green Infrastructure  
 BDP 25 Health and Well Being

The natural environment is one of the Districts greatest assets with 91% of the District designated as Green Belt. It is important to ensure that new development respects and interweaves with the natural environment creating an attractive, safe and healthy place to live, work and visit, both now and into the future. There are also policies which recognise the impact of climate change on our sensitive environment and strive to reduce these impacts.

### **BDP 22 Climate Change**

8.266 Worcestershire has already felt the impacts of extreme weather events in recent years and will continue to be vulnerable in the future as climate changes. Climate projections for the County indicate that the average daily maximum summer temperature could increase by 7.5°C by 2050s. Rainfall is also likely to be affected, with a potential increase of up to 33% in summer by 2050s<sup>36</sup>. There are two aspects of climate change to consider, the impact we can have to the climate, that is mitigation, and the impact the climate can have on us, that is adaptation.

### **Mitigation – Reducing energy use and Moving away from fossil-fuel**

<sup>36</sup> Worcestershire County Council (2013) “Draft Worcestershire Climate Change Strategy 2012-2020”. Projections is based on medium emissions scenario for 2020s using 90% probability level.

8.267 The Climate Change Act 2008 introduced a statutory target of reducing carbon dioxide emissions by 34% below 1990 levels by 2020 and seeks an 80% reduction in emissions by 2050. To achieve the 2050 target, analysis by the Committee on Climate Change shows that it will require a step change in the pace of emissions reduction across all sectors<sup>37</sup>, including buildings energy efficiency measures, surface transport, waste and renewable projects, which is where local authorities have most scope to influence emission reductions .

8.268 Bromsgrove's published Climate Change Strategy (2010) aims to achieve 3% local reduction yearly from 2008 onwards based on the 2005 emissions. In Worcestershire, our energy consumption is drawn almost exclusively from fossil-fuel based sources<sup>38</sup>. In order to reduce the carbon-emissions generated from this energy use, improve the energy affordability to local businesses and households and maximise the opportunities of local job creations, all developments in the District are required to follow the energy hierarchy, i.e. 1) reduce use of energy through good design; 2) make the most use of efficient energy, heating and cooling systems; 3) move to energy from renewable or low carbon sources (on site preferred to off-site); 4) use remaining fossil fuels efficiently.

### **Reducing Energy Use**

#### *Existing buildings*

8.269 A large proportion of Bromsgrove district's existing older housing stock is in need of improvement in terms of adequate insulation. The average energy performance of buildings in Bromsgrove is D, with 8.8% of homes rated E or below<sup>39</sup>. From 2013, the Green Deal<sup>40</sup> and Energy Company Obligation<sup>41</sup> will be in place to help householders and the non-residential sector<sup>42</sup> fund energy efficiency measures installations. The Council therefore encourages developments in existing building (such as extensions, change of use) to achieve consequential energy efficiency improvements.

#### *Energy Efficiency in new buildings*

8.270 It is the Government's ambition for all new homes to be zero carbon by 2016 and new non-domestic buildings to be zero carbon by 2019<sup>43</sup>. The Government's approach to achieve zero carbon home is through revising Part L

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<sup>37</sup> Committee on Climate Change (2012) "How local authorities can reduce emissions and manage climate risk". Committee on Climate Change

<sup>38</sup> Planning for Renewable Energy in Worcestershire

<sup>39</sup> EPC Register Data, Communities and Local Government

<sup>40</sup> The Green Deal will provide finance for investment in energy efficiency measures at no up-front cost to the householder. Finance will be secured as a charge on the property to be repaid through the electricity bill over a period of up to 25 years.

<sup>41</sup> The Energy Company Obligation is the new legal obligation on energy suppliers to deliver emissions reductions to vulnerable and low income groups, and through implementation of solid wall insulation more generally.

<sup>42</sup> In the case of extensions for existing buildings exceeding 1000m<sup>2</sup>, building regulations have a requirement for consequential improvements. Energy efficiency improvements have to be carried out to the whole building, up to a value of 10% of the value of the principal works and include measures such as boiler replacement or upgrading lighting.

<sup>43</sup> The Government announced in Budget 2008 its ambition that new non-domestic buildings should be zero carbon from 2019 and seek views on the issue at the "Definition of Zero Carbon Homes and Non-Domestic Buildings: Consultation"

of the Building Regulations and a new mechanism called 'allowable solutions'<sup>44</sup>. This approach is likely to be adopted by the Government to achieve the zero carbon non-domestic buildings target. To maximise the other benefits of carbon reduction in the District, the Council expects all allowable solutions to be linked with local projects (i.e. within Bromsgrove District) that would bring local benefits before projects outside of the District, then County and Region are considered.

8.271 In Bromsgrove, the viability of meeting the Code for Sustainable Homes standard was tested in the Affordable Housing Viability Study. The study found that it is viable for affordable housing development to meet the Code Level 6 by 2013 and for market housing, it is viable to meet Code Level 4 by 2013 and Code Level 6 by 2016.

#### *Reducing surface transport emissions*

8.272 In Bromsgrove, the highest concentration of emissions is from our towns and main roads (excluding motorways)<sup>45</sup>. To reduce the need to travel and to reduce distance undertaken by car are the key elements of reducing future emissions. Any emissions arising from building new roads and facilities should also be minimised. In order to promote sustainable transport (as in BDP16), it is important that development locations are well-served by public/ sustainable transport, existing facilities and infrastructure.

#### **Waste management**

8.273 Greenhouse gases are emitted from biodegradable waste as it decomposes anaerobically in landfill. In addition, the transportation and treatment of all waste (including recycling and garden waste) consumes a significant amount of energy. In the future, warmer temperature will affect the biological processes of waste management and may lead to an increased number of vermin and pests<sup>46</sup>. To ensure waste is properly managed and to reduce the impact of waste on climate change, the Council will expect all developments to comply with the Worcestershire Waste Core Strategy (in particular Policy WCS16 New development proposed on or near to existing waste management facilities and Policy WCS17 Making provision for waste in all new development) and follow the relevant guidance, such as "Making Space for Waste: Designing Waste Management in New Developments"<sup>47</sup>. This will include the construction and design of future developments to follow the waste management hierarchy: 1) prevent, 2) preparing for reuse, 3) recycling, 4) other recovery and 5) disposal.

#### **Renewable Energy**

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<sup>44</sup> Allowable Solutions is a new concept. The developer will make a payment to an Allowable Solutions provider, who will take the responsibility and liability for ensuring that Allowable Solutions, which may be small, medium or large scale carbon-saving projects, deliver the required emissions reductions. However, Code Level 5 requires the zero carbon target to be reached on site without the use of 'Allowable Solutions'.

<sup>45</sup> Joint Climate Change Strategy for Bromsgrove and Redditch (2010-2013)

<sup>46</sup> Planning for Climate Change in Worcestershire

<sup>47</sup> <http://www.worcestershire.gov.uk/cms/pdf/CD%20%20Submission%20Document%20-%20June%202011.pdf>

8.274 The Renewable Energy Directive 2009 sets a target for the UK to achieve 15% of its energy consumption from renewable sources by 2020. The resource assessment in the Renewable Energy Capacity Study for the West Midlands (2011) reveals considerable potential for renewable energy generation from wind and micro-generation in Bromsgrove. The Worcestershire County Council Renewable Energy Study and the Planning for Renewable Energy in Worcestershire report have identified areas where renewable resources are available/ technically feasible. Compared to big cities, Bromsgrove is identified as having good solar irradiance, showing good opportunities for solar thermal/power generation. The Department of Energy and Climate Change has published a new National Heat Map, identifying locations where heat distribution is most likely to be beneficial and economical. To encourage the deployment of low-carbon electricity and heat generation to households and industrial, business and public sectors, the Government has introduced various schemes, including the Feed-in-Tariffs, Renewable Heat Premium Payments and Renewable Heat Incentive schemes by which householders and businesses will get paid for both the generated energy used on site and any surplus exported energy generated.

8.275 To contribute to the carbon reduction target, the Council will support large scale low/ zero carbon energy generation projects when adverse impacts<sup>48</sup> are addressed satisfactorily. For developments in areas where low carbon / renewable resources/ opportunities are available and technically feasible, the Council will expect the development to incorporate the relevant technologies, such as photovoltaic and district heating network. Where there is a firm plan on the delivery of a renewable/ low carbon energy generation schemes, such as wind harvesting/turbines and combined heat and power or tri-generation, developments nearby will be required to connect to these energy supplies.

### **Adaptation – Developments in hotter summers and wetter winters**

8.276 The Climate Change Act has created a framework for climate change adaptation, including the UK Climate Change Risk Assessment (2012) and the National Adaptation Programme (under-way)<sup>49</sup>. The UK Climate Change Risk Assessment identifies the key climate change risks and opportunities across all sectors and the results are presented in five themes: agriculture and forestry, business, health and well-being, buildings and infrastructure, and the natural environment.

8.277 In Worcestershire, the impacts of climate change are expected to be varied including risk of drought, flooding, subsidence and fire<sup>50</sup>. Flooding is

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<sup>48</sup> Practical issues of different low/zero carbon energy generations are available on Local Government Association website: <http://www.local.gov.uk/web/guest/compare-renewables/>

<sup>49</sup> Paragraph 94 of the NPPF requires policies and decisions to support the objectives and provisions of the Climate Change Act 2008.

<sup>50</sup> Worcestershire County Council has produced a County Strategic Alert map showing flooding, subsidence risk and outdoor fire risk for Worcestershire. The map can be found at the [Planning for](#)



already an issue in several parts of the District (which will be addressed separately in BDP23 Water Management) and climate change has the potential to make the issue worse. The Planning for Climate Resilient Infrastructure Report (2012) assesses the power, water, transport, telecommunications and emergency services infrastructure against the climate hazard data in the County and has developed risk profiles for each infrastructure sector.

8.278 To ensure future developments can adapt to or mitigate the impacts of climate change, the Council will expect development and its infrastructure to be planned to avoid increased vulnerability to the range of impacts arising from climate change. When developments and infrastructure are brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, for example by incorporating suitable design and through the planning of green infrastructure.

8.279 10% of the households in the District are not connected to the mains gas network<sup>51</sup> and these properties often have to rely on oil or solid fuel heating which can be far more expensive and have a greater carbon impact than a gas system. The more frequent extreme weather means that many developments in the rural areas of the District are at risk from the impacts of these weather events, as grid-connected electricity may be unavailable and delivery of fuel impossible during extreme weather conditions. Some of the de-centralised, off-grid zero or low carbon energy generation technologies are likely to offer a far more secure means of supply to these developments and the Council will expect installations of zero or low carbon energy for developments in these areas. This means that small scale technologies such as ground source heating, solar PV could be well suited as alternative heat sources in these locations.

### **Consultation feedback**

8.280 There were criticisms on demanding market housing to achieve the same level of Code for Sustainable Homes as affordable housing and requiring developments to provide infrastructure to connect to nearby zero/low energy scheme with firm delivery plan. Some also considered the policy repeating the national policy as there was no evidence to demonstrate local circumstances. The Affordable Housing Viability Assessment was published since DCS2 which provide evidence for requiring market housing to achieve the Code for Sustainable Homes. As developments have to provide general services, there is no reason why connecting to zero/ low- carbon scheme will affect the viability of the development.

8.281 There were suggestions to reference the impact of transport emissions in affecting carbon emissions, the potential impact of renewable energy schemes on aerodromes and link the policy with Green Infrastructure. It was also raised that the data shown in the Warmer Worcestershire flyover may not be 100% reliable down to individual building. Where relevant, amendments were made.

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[Climate Resilient Infrastructure](#) report. Maps indicating the risk of flooding can be found in the Bromsgrove & Redditch Strategic Flood Risk Assessment.

<sup>51</sup> Renewable Energy Capacity Study for the West Midlands (2011)

## **Sustainability Appraisal**

8.282 Apart from addressing the causes and potential impacts of climate change, the policy has many positive inferences upon the SA objectives, such as promoting the health and well-being of the population. However, the policy may lead to an increase in construction cost and affect the viability of development.

### **BDP 22 Climate Change**

**BDP 22.1 The Council will deliver viable low carbon climate resilient developments through:**

- a. Encouraging development in existing buildings to achieve consequential energy efficiency improvements**
- b. Requiring allowable solutions to be linked with projects within the District in the first instance, followed by the County and then Region**
- c. Ensuring developments and infrastructure are planned to avoid increased vulnerability to the range of impacts and take advantage of the opportunities arising from climate change, having regard to the intended lifetime of the development. Where developments and infrastructure are brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures,**
- d. Ensuring developments are in locations well-served by public/ sustainable transport, existing local facilities and infrastructure.**
- e. Ensuring the construction and design of developments as well as future occupants of the developments will follow the energy, waste management hierarchies and other relevant guidance. Where relevant, developments must comply with the Worcestershire Waste Core Strategy.**
- f. Supporting developments to incorporate zero or low carbon energy generation technologies, especially installations that improve the energy security of developments in the rural areas. Where there is a firm delivery plan of zero or low carbon energy generation scheme, developments nearby are expected to provide infrastructure/ to connect to the zero/ low-carbon energy scheme.**
- g. Supporting zero or low carbon energy generation schemes when adverse impacts are addressed satisfactorily.**

### **BDP 23 Water Management**

8.283 The Water Framework Directive was enacted into UK law in 2003 and established a legal framework for the protection, improvement and sustainable use of water bodies such as rivers, brooks and groundwater. It requires all water bodies to achieve 'good' status by 2015<sup>52</sup> and aims to prevent deterioration in water body status, reduce water pollution, conserve aquatic ecosystems and habitats, reduce the effects of floods and droughts on water bodies and promote sustainable use of water as a natural resource.

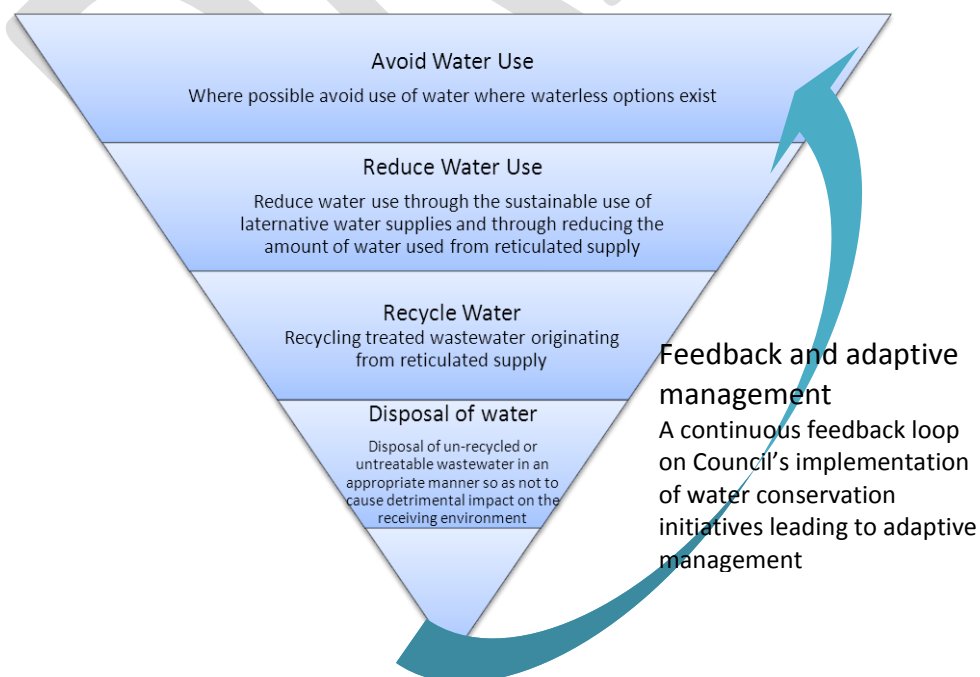
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<sup>52</sup> Or later dates of 2021 or 2027 subject to criteria set out in the Directive

## Water demand

8.284 Bromsgrove falls within the Severn River Basin District and assessment of the main water resources in the River Basin Management Plan indicates that the main aquifers have poor quantitative status and no change in status is forecast for by 2015. The existing abstraction has also led to negative environmental impacts in several areas in the District (such as the Hewell Grange SSSI and the Battlefield Brook) which could further impact on Severn Trent Water's projected baseline negative balances of supply. The climate change projections (UKCP09) also indicate that by 2080s, there will be a projected change in average summer rainfall volumes ranging from a decrease of about 60% to an increase of about 10%.

8.285 To help address the likely future shortfalls of water resources, the Council will require the design and maintenance of developments to follow the water conservation hierarchy – avoid, reduce, recycle and disposal.



8.286 In terms of residential development, the Environment Agency Report<sup>53</sup> states that getting existing homes retrofitted could reduce/ delay the need for new resource developments. It is tested in the Affordable Housing Viability Assessment that all market housing in the District can achieve Level 4<sup>54</sup> of the Code for Sustainable Homes by 2013 and Level 6<sup>55</sup> by 2016 and that affordable housing can achieve Code Level 6 from 2013 onwards.

8.287 For non-residential development, as recommended by the Environment Agency, new development should seek to meet the highest level of water efficiency measures to achieve BREEAM certification for new office buildings and a minimum of 25% water savings for any other development<sup>56</sup>.

### Flood Risk

8.288 Flooding in the District results from a range of mechanisms (acting in combination or isolation), including fluvial, sewer and surface water sources, as well as blockages of hydraulic structures. Key flooding issues in the District include widespread and rapid onset of surface water and sewer flooding, flash flooding from ordinary watercourses, a history of flooding in Belbroughton due to badly maintained watercourses and from the canal; and surface water flooding due to land management practices, farming intensity and soil compaction.

### *Risk management approach*

8.289 To ensure flood risk is minimised, the Council expects all developments to take account of flood risk from all sources<sup>57</sup> (which should also include the impact of climate change) and follow the flood risk management hierarchy<sup>58</sup> in PPS25 Development and Flood Risk Practice Guide, that is: 1) Assess; 2) Avoid; 3) Substitute; 4) Control; 5) Mitigate, when planning and designing development.

8.290 The most appropriate flood alleviation measures vary depending on the source(s) of flooding. For example, some risks can be minimised by designing in flood storage, infrastructure upgrades and some simply through regular maintenance. Generally speaking, the Council expects development to set aside appropriate land to accommodate SuDS (which should follow the SuDS management train concept and be designed in accordance with national guidance) and improve the river environment by adopting measures that work with the natural processes. This includes maximising opportunities for restoring watercourses, deculverting, delivering multiple benefits in line with BDP24

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<sup>53</sup> Environment Agency (2007) West Midlands Regional Spatial Strategy (RSS11) The Impact of Housing Growth on Public Water Supplies.

<sup>54</sup> This Code Level is equivalent to per capita internal consumption of 105 litres of water usage per person per day ( $\leq 105$  l/p/day)

<sup>55</sup> This Code Level is equivalent to per capita internal consumption of 80 litres of water usage per person per day ( $\leq 80$  l/p/day)

<sup>56</sup> Page 5-28 of the Outline Water Cycle Study

<sup>57</sup> Sources of flood risk normally include main river, ordinary watercourses, surface water run-off, inadequate drainage systems, sewer networks, groundwater and flooding from manmade structures such as canals and reservoirs

<sup>58</sup> Refer to Figure 2.1 of PPS25 Practice Guide for a brief summary of the hierarchy

Green Infrastructure and ensuring that an appropriate buffer zone<sup>59</sup> is provided between the watercourse and any development.

8.291 Under the Floods and Water Management Act (2010), Worcestershire County Council is the Lead Local Flood Authority<sup>60</sup> for Worcestershire and will become or appoint a SuDS Approval Body when Schedule 3 of the Act is commenced. The County Council is currently developing the Local Flood Risk Management Strategy and development proposals should have regard to the ambitions of the Worcestershire Local Flood Risk Management Strategy when designing developments.

### Water Quality

8.292 Watercourses receiving water from the STWs that serve the District includes River Arrow, Hoo Brook, Sugar Brook, River Tame, River Stour and Hen Brook. With the exception of River Tame which is only assessed for its dissolved oxygen, all watercourses fail to meet at least one of the Water Framework Directive (WFD) objectives and standards<sup>61</sup>. The poor quality is suspected to be due to a combination of point source inputs (that is sewage discharges) and diffuse inputs (that is urban run-off, agricultural and land use management). The Council has a duty under the WFD to take into account the River Basin Management Plan and help deliver the WFD objectives.

8.293 In Bromsgrove, runoff water that is transmitted in the surface water sewer will be discharged straight into ditches and rivers. To improve the quality of watercourses in the District, the Council expects all developments to follow the SuDS management train concept as set out in the flood risk management section. Due to the geology of the District (several sites are located upon clays and silts) and the fact that several areas fall within the Source Protection Zones<sup>62</sup>, careful considerations are required when designing drainage strategies as some SuDS methods such as infiltration techniques which rely upon the permeability of the substrata may not be feasible in the District.

8.294 In rural areas, waste water is normally treated/ collected by package treatment plants, septic tanks or cesspools. Non-mains foul drainage that is poorly sited or badly maintained are affecting the quality of watercourses. The Council expects developments that are not connected to the combined or foul sewer networks to follow the foul drainage hierarchy (package treatment plant first, then septic tanks and cesspools last) and demonstrate proper and effective management are provided for.

### Waste Water

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<sup>59</sup> A minimum of 8 metre of public space is normally required but it could be more if it helps deliver multiple benefits of Green Infrastructure.

<sup>60</sup> The Lead Local Flood Authority is now also the consenting authority for ordinary watercourses and this function has been delegated to North Worcestershire Water Management Team.

<sup>61</sup> Table 7-5 to Table 7-10 use a simple traffic light system to show whether the receiving water immediately downstream of the STW complied with its WFD objectives and standards for the period 2006-08 for which the Environment Agency have provided their assessment.

<sup>62</sup> Figure 14 of Level 1 SFRA shows the map of the Source Protection Zones Affecting Potential Development within the District

8.295 In urban areas, waste water that is transmitted in the combined<sup>63</sup> or foul sewer networks will be cleansed in a Sewage Treatment Work (STW) before being released back into the river network. The hydraulic capacity<sup>64</sup> and treatment capacity<sup>65</sup> of a STW together determine the amount of additional flows a STW can treat. The Outline Water Cycle Study indicates that Bromsgrove (Fringe Green) STW current hydraulic capacity only exists for about 50% of the increase in flow predicted from the planned development<sup>66</sup>. In terms of treatment capacity, although most STWs<sup>67</sup> have been identified as having very limited treatment capacity, Severn Trent Water Limited (STWL) indicates that none has any land or other constraints preventing expansion. As the application for a revised consent (i.e. hydraulic capacity) from the Environment Agency can take up to three years and it takes time to expand the STWs (i.e. treatment capacity), to avoid any delay of development, applicants are expected to contact STWL as early as possible<sup>68</sup>.

8.296 In view of the capacity limitations of the STWs serving the District and given that the sewerage undertaker has an obligation to provide treatment capacity for future domestic development under the Water Industry Act 1991, the Council expects all major developments to work with STWL and demonstrate that sufficient hydraulic and treatment capacity is available to accommodate the development. Where STWL agrees, phasing of development in line with the necessary treatment capacity upgrade may consider acceptable.

### **Consultation Feedback**

8.297 There was support for the policy as well as some suggestions for stronger policy wordings and to include more details in the justifications and policy such as identifying areas by types of flooding, referring woodlands as a water risk management tool, easements adjacent to watercourses, referring to the foul drainage hierarchy and cross-referencing to issues that were addressed in other policies. Suggestions are accommodated where appropriate, except cross-referencing and issues that are dealt with in other policies. As flood maps for watercourse flooding, surface water run-off and sewer flooding are included in the evidence document, it is not considered necessary to refer to the areas in the justifications.

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<sup>63</sup> Combined sewer system is the waste water system that transmits both foul and surface water, hence all water will be treated in the sewage treatment works (STW).

<sup>64</sup> This is determined by the current consented flow permitted by the Environment Agency in order to maintain compliance with the Water Framework Directive objectives

<sup>65</sup> This is determined by the existing tank sizes and aeration capacity of the STW to treat incoming load to the required standard

<sup>66</sup> This is based on the per capita wastewater flow rate of 160l/h/d and occupancy rate of 2.4/dwelling and are consistent with the figures used by STWL.

<sup>67</sup> Belbroughton STW is identified as having the most seriously restricted treatment capacity and Alvechurch STW, Bromsgrove (Fringe Green) STW and Stoke Prior STW are identified as having reasonable spare capacity. Though Minworth STW and Roundhill STW are identified as having substantial spare capacity, it is expected that there are many demands from other developments in the greater Birmingham area.

<sup>68</sup> Please note that Severn Trent Water Limited will need the certainty of development before additional capacity is provided.

8.298 Some considered water efficiency is already addressed in Building Regulations and questioned the viability of achieving the water standard in the Code for Sustainable Homes and BREEAM. The Affordable Housing Viability Assessment was published since the last consultation which provides evidence for the required standard in the Code for Sustainable Homes.

8.299 Concerns were raised on the sewage treatment capacity. Severn Trent Water has a legal obligation to initiate funding when new development is certain. The policy now states that on all major developments engagement with Severn Trent Water should take place at the earliest opportunity to agree on their foul drainage plans.

8.300 There were also a few comments that listed out the flooding issues in local areas, comments were forwarded to North Worcestershire Water Management team accordingly.

### **Sustainability Appraisal**

8.301 The policy seeks to reduce the impacts of new development on the environment, the running costs of buildings, the causes of climate change and the potential loss and disruptions to occupants and owners. However, the policy may lead to increase in construction costs and affect the viability of development.

### **BDP23 Water Management**

**BDC23.1 The Council will deliver safe developments with low environmental impact through:**

- a. Supporting developments that take into account of the Severn River Basin Management Plan and contribute to delivering the Water Framework Directive objectives.**
- b. Supporting developments that follow the water conservation hierarchy. All market housing developments should achieve at least the water category of the Code for Sustainable Homes Level 4 by 2013 and Level 6 after 2016. Affordable housing should at least achieve the water category of Code Level 6 from 2013 onwards. Where standards currently exist for a particular non-domestic building type in BREEAM, maximum points should be scored on water and a minimum of 25% water savings for any other development.**
- c. Ensuring development addresses flood risk from all sources, follow the flood risk management hierarchy when planning and designing development, and do not increase the risk of flooding elsewhere. Where inappropriate developments in areas at risk of flooding are necessary after the sequential test is applied, appropriate designs, materials and escape routes that minimise the risk(s) and loss should be incorporated.**
- d. Requiring all developments to work with the Lead Local Flood Authority and SuDS Approval Body and pay necessary regard to the Local Flood Risk Management Strategy and its evidence.**

- e. **Requiring all major developments to engage with Severn Trent Water at the earliest opportunity to ensure that sufficient capacity of the sewerage system (i.e. wastewater collection and treatment) is available to accommodate the development.**
- f. **Supporting developments that protect and enhance water quality. This includes ensuring the phasing of development is in line with the completion of the required infrastructure and non-mains drainage will follow the foul drainage hierarchy with appropriate management plans in place.**
- g. **Requiring developments to set aside land for Sustainable Drainage Systems (SuDS) and follow the SuDS management train concept. This includes maximising opportunities for restoring watercourses, deculverting, delivering multiple benefits in line with BDC24 Green Infrastructure and ensuring that an appropriate buffer zone is provided between the watercourse and any development.**

### **BDP24 Green Infrastructure**

8.302 Green Infrastructure is the planned and managed network of green spaces and natural elements that intersperse and connect our cities, towns and villages. It is contributed to by many different elements including biodiversity, the landscape, the historic environment, the water environment, public access to green spaces and informal recreation sites. Green Infrastructure may also be seen as part of the life-support system of an area; providing multiple functions and environmental services to a community such as strengthen the economy, support green economy, attract investment, improve health and wellbeing, contribute to tourism and visitor economy, contribute to flood alleviation and water management, improve the community's experience of natural and historic places, and enhance the natural economy.

8.303 Green Infrastructure is therefore a holistic approach to viewing and managing the natural environment, acknowledging the multiple benefits and vital services it provides and making tangible links to economic, health and social welfare agendas and aspirations. For this reason, the Council will expect development to consider policies BDP16 Sustainable Transport, BDP20 Managing the Historic Environment, BDP17 Natural Environment, BDP19 Climate Change, BDP23 Water Management, BDP25 Health and Well Being together to ensure developments deliver multiple benefits in accordance to priorities determined by local circumstances, improve connectivity, enhance the quality of and provide for the appropriate long term management of Green Infrastructure. The District's Green Infrastructure assets are outlined in the Green Infrastructure Baseline Report.

8.304 The Worcestershire Green Infrastructure Framework documents form the basis for the development of the emerging Worcestershire Green Infrastructure Strategy which will create a comprehensive policy framework for the protection, creation, enhancement and accessibility of Green Infrastructure in the County. At the local level, Concept Plans which set out and prioritise the respective Green Infrastructure requirements for an individual site. The work is still on-going and so far, the work shows that:



- 30 Environmental Character Areas<sup>69</sup> are identified in Worcestershire, with 7 of them<sup>70</sup> fall within the District. Overarching objective and guiding principles in biodiversity, historic environment, landscape character, blue infrastructure, access and recreation and transport are available for each character area. Together the areas aim to achieve a network of strategic and local biodiversity and human movement corridors.
- To meet the sub-regional access and recreation needs of the proposed new housing growth in Worcestershire, recommendations on existing assets are made, which include the Lickey Hills, the canal to Worcester and Waseley Hills Country Park.
- A Green Infrastructure Concept Plan has been produced for the Bromsgrove Town Expansion Site BROM2 Perryfields Road.

8.305 To ensure developments can enjoy the benefits of the local, sub-regional and wider Green Infrastructure network, the Council will expect development to have regard to and contribute towards the emerging Worcestershire Green Infrastructure Strategy and any local GI Strategy which may be prepared. All major development should explain how the design of development achieves the multiple benefits of Green Infrastructure and contribute towards the wider network.

### **Consultation Feedback**

8.306 There was support for the policy although there were doubts in singling out forestry/ woodland from other Green Infrastructure assets in the policy. It was unclear then whether the Worcestershire Green Infrastructure Framework will take into account the Delivery Plan of the West Midlands Forestry Framework and given the multiple benefits of trees, it was considered appropriate to include tree planting in the policy. However, it is now confirmed that the Worcestershire Green Infrastructure Framework will also incorporate the Delivery Plan of the West Midlands Forestry Framework as well as the Woodland Access Standard, so the details about tree planting in the previous version is now taken out.

8.307 It was suggested that supporting maps illustrating the locations of different Green Infrastructure assets should be incorporated. Given that the maps are already included in the evidence base documents and referred to in the policy, it is considered sufficient.

### **Sustainability Appraisal**

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<sup>69</sup> The quality of data will change over time as new surveys are undertaken, therefore the Environmental Character Areas will be subject to change as more detailed/ updated data become available.

<sup>70</sup> The seven Environmental Character Areas that fall within the District are: (2) Severn Valley North; (3) North Worcestershire Hills; (4) Forest of Feckenham and Feckenham Wetlands; (10) Hagley Hinterland; (11) Hollywood & Wythall; (12) Bromsgrove- Redditch Corridor; (13) Mid-Worcestershire Corridor

8.308 The Policy was assessed within the Sustainability Appraisal and performs strongly against many of the environmental and social objectives and in some cases, brings in economic benefits (e.g. eco-tourism). But safeguarding all Green Infrastructure assets may be costly and even unviable in some cases.

#### **BDP24 Green Infrastructure**

**BDP24.1 The Council will deliver a high quality multi-functional Green Infrastructure network by:**

- a. **Ensuring developments adopt a holistic approach to deliver the multiple benefits and vital services of Green Infrastructure, with priorities determined by local circumstances**
- b. **Requiring development to improve connectivity and enhance the quality of Green Infrastructure.**
- c. **Requiring development to provide for the appropriate long term management of Green Infrastructure.**
- d. **Requiring development to have regard to and contribute towards, the emerging Worcestershire Green Infrastructure Strategy, any local GI Strategy and where available, the GI Concept Plans. For large scale development, developers will need to prepare a Concept Plan for the area, which would then serve to inform all developments in that area as they come forward.**

#### **BDP25 Health and Well Being**

8.309 Ensuring the District's communities have good health and well-being is a major priority for Bromsgrove. It is essential that policies are put in place that tackle the underlying causes of health problems in the District, and facilitate the provision of healthy lifestyles and healthy environments. Planning plays an important role in sustaining and promoting the health and well-being of communities. It is the responsibility of planners, developers and policy makers to ensure that our communities have access to homes, environments and amenities that will enable them to lead healthy and productive lives. The NPPF (pg.7) states that the social role of 'sustainable development' comprises *"supporting strong, vibrant and healthy communities, by creating a high quality built environment, with accessible local services that reflect the community's needs and support health, social and cultural well-being"*.

8.310 The determinants of health are closely linked to quality of life factors. This includes the ability to earn a reasonable wage locally, access to healthy housing, open space, an active lifestyle, cultural and community facilities, healthy food, care and health facilities and adhering to the principles of equality and fairness. These factors clearly cut across a number of planning and development topics and are therefore addressed by a variety of policies and interventions throughout the District Plan. This includes the provision of appropriate housing, access to quality local services, including green infrastructure and active recreation, healthy transport choices, such as cycling and walking, and good place making. To avoid repetition, this policy looks specifically at promoting healthy lifestyles and ensuring that development does

not have a negative impact on the health or wellbeing of people or communities.

8.311 One of the important components of health and well-being is the open space, sport and recreation facilities that are integral to both urban and rural communities. The provision of high quality, accessible open space, sport and recreation facilities in the right areas can have significant benefits in relation to health, community cohesion and general well-being. The Council will therefore protect all the existing facilities of this nature from development, except those in areas with an oversupply or where the need or benefits of the development clearly outweigh the loss. Where proposed development would result in the loss of a facility or area of open space, the policy requires appropriate compensation for the loss. All housing developments are expected to contribute to the delivery of these amenities in accordance with the provision standards identified in the Open Space, Sport and Recreation Facilities Assessment (2010).

8.312 Planning for integrated and multi-functional public services, including health facilities, in accessible locations also has a direct positive effect on the health of local people by enabling them to access a range of services. Accessible leisure and community facilities play an important role in ensuring local people have the opportunity to lead active lifestyles and participate in community activities, which can have positive outcomes for mental health and social cohesion.

8.313 The health of the people of Bromsgrove District is generally better than the England average according to the 2011 Annual Health Profile for Bromsgrove produced by the Association of Public Health Observatories. The various partners associated with the Worcestershire Health and Well Being Board are key to aiding Bromsgrove's health and well-being, but the District Council can make a contribution by improving people's lifestyles through supporting community sports organisations and through direct leisure provision (e.g. the Dolphin Centre).

8.314 In line with policies BDP12 Sustainable Communities and BDP16 Sustainable Transport, one of the overarching contributors to sustainable development is the need to ensure that development is located so that people are close to a range of services and facilities, thereby reducing the need to travel. In addition to the implications of reducing travel on air quality/climate change, there are benefits to the health and well-being of local residents through increased opportunities to walk or cycle, which helps to increase levels of physical exercise and social interaction; this in turn has positive impacts on physical and mental health. Ensuring that a mix of uses is provided in new developments, and that efficient use is made of land, also contributes to reducing the need to travel and to promoting sustainable development.

8.315 Reducing the over-concentration of uses that have a negative impact on the health of local people in identified locations provides a flexible long-term opportunity to address issues as they arise in a spatial manner. One of the challenges that the UK faces in promoting healthy eating is the availability of foods high in fat, salt and sugar in local neighbourhoods, including the

prevalence of fast food restaurants and takeaways in some communities. Both Government papers; 'Healthy Weight, Healthy Lives' (2008) and 'Healthy Lives, Healthy People' (2011) highlight the need for local authorities to use the planning system to control more carefully the number and location of hot food takeaways as a means of combating their adverse effects on community health. The Government will promote these powers to local authorities to highlight the impact that they can have on promoting healthy weight, for instance through managing the proliferation of fast food outlets, particularly in proximity to parks and schools.

8.316 Research conducted by the Nutrition Policy Unit of London Metropolitan University (2008) indicated that food outlets in close proximity to and surrounding schools were a hindrance to secondary school pupils eating in a healthy manner, as portions were not only relatively small, but relatively cheap. The report concluded that hot food takeaways within walking distance of schools are a contributing factor to increased levels of childhood obesity.

8.317 Further research in 2009 showed that primary schools are also affected by these establishments. Although pupils in primary education rarely leave school premises during the day, the research indicated that food was purchased after school. The Council believe the inclusion of first and middle schools as part of this policy is crucial since not all pupils will be accompanied home by adult and it will also support parents accompanying their children home to make healthier choices. A 400m restriction buffer is considered to be a reasonable distance given that it broadly represents a 10 minute walk, taking into account physical barriers on any route.

8.318 There is a growing recognition that takeaways are increasing the local retail food offer in the District. This displaces other shops and food options, limiting the choice and access to healthy, fresh food which in turn impacts on the health of communities in the District. Access to healthy food is shown to improve general health and lessen poor health conditions; additionally, the production of local foods can also help improve both physical health, through elevating levels of exercise, and mental health.

### **Consultation Feedback**

8.319 There was support for healthier lifestyles, but there were numerous responses requiring more to be done on improving health and well-being, in particular the over-concentration of A5 uses and the use of allotments. The policy has been updated accordingly to include these topics, with more emphasis applied to the restriction of A5 uses. A considerable amount of support was given to the references regarding walking and cycling.

8.320 Sport England was concerned at the lack of reference to sport, with word changes made accordingly. Two responses felt the policy should have a more emphasis on green infrastructure, however, the Council believe this topic is addressed adequately in BDP24 Green Infrastructure.

### **Sustainability Appraisal**

8.321 The policy was assessed within the Sustainability Appraisal, with high scores in both the social and environmental attributes, and there are no known weaknesses. The retention and enhancement of open space for recreation and amenity and the resulting improved living environment helps improve the health and well-being of the population. The environmental benefits of maintaining or enhancing open space are wide reaching. Whilst some recreational areas, such as sports pitches, have little biodiversity value, well designed parks and gardens can contribute greatly to conserving and enhancing ecological diversity through habitat provision and maintenance or creation of wildlife corridors.

8.322 Open space can also be beneficial in terms of preserving landscape and townscape, which is particularly important in terms of preserving the historic setting of heritage features or conservation areas. The policy also has potential to minimise flood risk through maintaining areas of undeveloped green space that will enable precipitation to infiltrate the soil and reduce run-off.

8.323 The provision of high-quality walking and cycling routes will also contribute to the health and well-being of the population. The policy also goes further by promoting partnership working to explore new ways to improve opportunities for healthy and active lifestyles. Reducing the over-concentration of hot food takeaways actively assist in the health and well-being of communities. The promotion and support of local food growing initiatives is not only sustainable, but encourages healthy food options.

## **BDP25 Health and Well-Being**

**BDP25.1 Bromsgrove District Council will support proposals and activities that protect, retain or enhance existing sport, recreational and amenity assets, lead to the provision of additional assets, or improve access to facilities, particularly by non-car modes of transport. This will include maintaining greater access to and enjoyment of the countryside. The Council will ensure all new residential developments meet and contribute towards the qualitative, quantitative and accessibility standards set for the open space, sport and recreation facilities in the District (as follows):**

<b>Typology</b>	<b>Quantity Standard (hectare per 1000 population)</b>	<b>Accessibility Standard (travelling time to the facility)</b>
<b>Parks and gardens</b>	<b>0.26</b>	<b>Walk: 15 minutes (720m) Drive: 15 minutes</b>
<b>Natural and Semi Natural Open Space</b>	<b>0.44</b>	<b>Walk: 15 minutes</b>
<b>Amenity Green Space</b>	<b>0.42</b>	<b>Walk: 10 minutes (480m)</b>
<b>Provision for</b>	<b>0.027</b>	<b>Walk: 10 minutes</b>

<b>Children</b>		
<b>Provision for Young People</b>	<b>0.03</b>	<b>Walk: 15 minutes</b>
<b>Outdoor Sports Facilities</b>	<b>1.67</b>	<b>Walk: 10 minutes (grass pitches)</b> <b>Drive:</b> <ul style="list-style-type: none"> <li>▪ 15 minutes (tennis courts/ bowling greens)</li> <li>▪ 20 minutes (synthetic pitches, golf courses and athletics tracks)</li> </ul>
<b>Allotments</b>	<b>0.19</b>	<b>Walk: 20 minutes (960m)</b>

**BDP25.2** It will be impractical and inappropriate to deliver all the open space typologies on every site as the quality of sites varies and enhancement will be based on the conditions of the relevant facilities at the time. Where provision standards are not available, contributions will be negotiated in accordance with the recommendations in the Open Space, Sport and Recreation Assessment Study and the requirements at the time.

**BDP25.3** The Council will not permit the loss or displacement of existing indoor and outdoor open space, sport and recreation facilities (including both designated and undesignated areas on the Policies Map) to other uses unless it can be demonstrated through up-to-date and robust evidence that:

- a) There is a proven surplus of provision and the site is no longer needed, or is unlikely to be required in the future; or
- b) The benefit of the development to the community outweighs the harm caused by the loss of the facility; or
- c) An alternative facility of an equal quantity and quality or higher standard will be provided in at least an equally convenient and accessible location to serve the same local community

**BDP25.4** In such circumstances, the Council will require appropriate compensatory measures for the loss in the form of equivalent or improved facilities and/or financial contributions from developers.

**BDP25.5** The Council will support opportunities for healthy and active lifestyles through:

- i) Working with partners of the Worcestershire Health and Well-Being Board to explore new ways to improve opportunities for healthy and active lifestyles
- ii) Providing high-quality walking and cycling routes
- iii) Providing excellent access to sport, leisure and recreation facilities

- iv) **Promoting and supporting initiatives for local food-growing, such as allotments, as well as urban agriculture.**

**BDP25.6 Concentrations of A5 hot food takeaway uses in particular can be detrimental to the health of communities in the District. Proposals for hot food takeaways (Class A5) will only be permitted where:**

- a) **The proposed use will not result in the proportion of units within the designated centre or frontage being hot food takeaways exceeding 5% (updated figures for each local centre will be published annually within the Council's AMR)**
- b) **The proposed use will not result in more than two A5 units located adjacent to each other**
- c) **The proposed use will maintain at least two non A5 units between individual and/or groups of hot food takeaways.**

**BDP25.7 With regard to proposals which fall outside the designated town centre or local centres (in line with the boundaries established in BDP17 and BDP18), planning permission for hot food takeaways will be resisted where proposals:**

- i) **Fall within 400m of the of the boundary of a first, middle or high school**
- ii) **Fall within 400m of a park or youth centred facility.**

## **9 Implementation and Monitoring**

9.1 The preparation of any plan should not be seen in isolation nor as a once and for all activity. It is vital that the plan is checked at various stages to establish whether 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 BDP will ultimately be one of several policy documents where changes will be needed to ensure that local policy remains consistent with national and local changes.

9.2 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.

9.3 A key component of this process is the Annual Monitoring Review (AMR) which is prepared 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. Other regular monitoring which takes place is the housing and employment land availability studies and the Town Centre Health Check.

9.4 Therefore in order to deliver the BDP it is important that clear monitoring indicators are identified, which it is acknowledged are likely to evolve over time in

order to be responsive to changing circumstances. 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.

9.5 The Implementation of the policies contained in the BDP will require concerted and active participation, commitment and contribution 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 BDP alone. 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 undertaking discussions with service providers, other Local Planning Authorities and government agencies.

9.6 Such joint working at this sub-regional level ensures that administrative boundaries do not obstruct strategic planning objectives, which a consistent approach is maintained and Duty to Cooperate requirements is demonstrated. The infrastructure required to deliver the BDP is contained in a separate evidence document called the Infrastructure Delivery Plan. This document will include details of existing infrastructure provision; what new provision is required to deliver the Plan; when it will be delivered; how much it will cost; who will deliver and pay for it. Due to changing circumstances and the differing timescales of different stakeholders the IDP is a 'live' document meaning that it will be capable of being updated as necessary to ensure that it is relevant and up to date.

9.7 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 maintain close engagement with them in the coming years, for example through forums such as the Local Strategic Partnership and the Local Enterprise Partnership. Central to this approach is the need to ensure the involvement of the wider community, whether those who live, or work in the District. The 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 District residents want to live in.



# APPENDICES

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## APPENDIX I

### BDP POLICY 'AT A GLANCE'

Policy	Summary	Strategic/ Sustainability objectives	Policy Context/ compatibility with NPPF	Evidence Base
BDP1 Sustainable Development Principles	The policy sets out the presumption in favour of sustainable development and identifies specific principles to ensure that developments are sustainable and can integrate into the locality without undue harm.	SO2, SO5, SO6, SO7 and SO8	Policy compatible with paragraphs 14, 19, 35, 58, 100, 109, 123 and 128 of the NPPF.	Worcestershire Landscape Character Assessment, Worcestershire County Council Historic Environment Assessment for Bromsgrove District Council, Worcestershire County Council The Green Infrastructure Baseline Report, Bromsgrove District Council Draft Climate Change Strategy for Bromsgrove and Redditch, Bromsgrove District Council and Redditch Borough Council
BDP2 Settlement Hierarchy	Sets out a hierarchy of settlements in the Bromsgrove District and defines suitable development appropriate by type of settlement.	SO1, SO2, SO3 and SO6	Policy compatible with following paragraphs of NPPF Para 23, 37, 38, 55 and 79.	Settlement Hierarchy Background Paper September 2012
BDP 3 Future Housing and	The policy sets out development targets	SO1, SO2, SO3 and SO5	Policy compatible with paragraphs 18,	Strategic Housing Land Availability Assessment, Bromsgrove District

Policy	Summary	Strategic/ Sustainability objectives	Policy Context/ compatibility with NPPF	Evidence Base
Employment Development	for housing and employment in Bromsgrove District up to 2030 and emphasises the importance of maintaining a 5 year land supply. The policy also identifies the need for a Green Belt Review to be undertaken to identify land for housing beyond 2023. The amount of land required to deliver Redditch related growth is also provided		47, 50 and 158-161 of the NPPF.	Council Worcestershire Strategic Housing Market Assessment 2012, GVA Employment Land Review 2012, Drivers Jonas Deloitte Panel Report into the Phase 2 Revision of the West Midlands Regional Spatial Strategy (RSS)
BDP 4 Green Belt	The policy outlines the issues that will be addressed and approach that will be adopted in the Green Belt boundaries	SO8	Policy Compatible with paragraphs 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91 and 92 of the NPPF.	Worcestershire Strategic Housing Market Assessment 2012, GVA Employment Land Review 2012, Drivers Jonas Deloitte

Policy	Summary	Strategic/ Sustainability objectives	Policy Context/ compatibility with NPPF	Evidence Base
	revision. The policy also seeks to protect the Green Belt in Bromsgrove District and sets out the type of development which would be appropriate.			
BDP5A Bromsgrove Town Expansion Sites Policy	The policy identifies the sites around Bromsgrove Town that will accommodate a significant proportion of growth and sets out guidance for the development of the sites.	SO1, SO2, SO4, SO5, SO6, SO7, SO8, SO9 and SO11	Policy compatible with paragraphs 17, 47, 50, 55, 80, 100 and 109 of the NPPF.	<p>Ecological Evidence for Strategic Sites Allocation, Bromsgrove District Council and Worcestershire Wildlife Trust</p> <p>Geological Evidence for Strategic Sites Allocation, Earth Heritage Trust</p> <p>Development Options in Bromsgrove District, Bromsgrove District Council</p> <p>Sustainability Appraisal of Strategic Site Options, Bromsgrove District Council</p> <p>Visual Appraisal for Strategic Site Options, Bromsgrove District Council</p> <p>Analysis of Proposed Strategic Sites, Bromsgrove District Council</p> <p>Level 2 Strategic Flood Risk Assessment, MWH</p> <p>Water Cycle Study, MWH</p>

Policy	Summary	Strategic/ Sustainability objectives	Policy Context/ compatibility with NPPF	Evidence Base
				<p>Strategic Housing Land Availability Assessment, Bromsgrove District Council</p> <p>Worcestershire Strategic Housing Market Assessment 2012, GVA</p> <p>Employment Land Review 2012, Drivers Jonas Deloitte</p> <p>Affordable Housing Viability Study, Level</p> <p>Perryfields Green Infrastructure Concept Plan, Worcestershire County Council</p> <p>Transport Modelling, Halcrow and Worcestershire County Council</p>
BDP5B Other Development Sites Policy	The policy identifies the sites that will accommodate a significant proportion of growth and sets out guidance for the development of the sites.	SO1, SO2, SO4, SO5, SO6, SO7, SO8, SO9, and SO11	Policy Compatible with paragraphs 17, 47, 50, 55, 80, 100 and 109.	<p>Ecological Evidence for Strategic Sites Allocation, Bromsgrove District Council and Worcestershire Wildlife Trust</p> <p>Geological Evidence for Strategic Sites Allocation, Earth Heritage Trust</p> <p>Development Options in Bromsgrove District, Bromsgrove District Council</p> <p>Sustainability Appraisal of Strategic Site Options, Bromsgrove District</p>

Policy	Summary	Strategic/ Sustainability objectives	Policy Context/ compatibility with NPPF	Evidence Base
				<p>Council</p> <p>Visual Appraisal for Strategic Site Options, Bromsgrove District Council</p> <p>Analysis of Proposed Strategic Sites, Bromsgrove District Council</p> <p>Level 2 Strategic Flood Risk Assessment, MWH</p> <p>Water Cycle Study, MWH</p> <p>Strategic Housing Land Availability Assessment, Bromsgrove District Council</p> <p>Worcestershire Strategic Housing Market Assessment 2012, GVA</p> <p>Employment Land Review 2012, Drivers Jonas Deloitte</p> <p>Affordable Housing Viability Study, Level</p> <p>Transport Modelling, Halcrow and Worcestershire County Council</p>
BCBD1 Redditch Cross Boundary Development	The policy identifies the sites on the edge of Redditch that will accommodate housing and the associated	SO2, SO4, SO5, SO6, SO7, SO9 and SO11	Policy compatible with paragraphs 17, 47, 50, 55, 82, 85 100, 109 and 178-	Housing Growth Development Study, Redditch Borough Council and Bromsgrove District Council Sustainability Appraisal of Housing

Policy	Summary	Strategic/ Sustainability objectives	Policy Context/ compatibility with NPPF	Evidence Base
	infrastructure to meet the growth needs of Redditch and sets out guidance for the development of these sites.		181 of the NPPF.	Growth Development Study, Redditch Borough Council and Bromsgrove District Council Worcestershire Strategic Housing Market Assessment 2012, GVA Strategic Housing Land Availability Assessment, Redditch Borough Council Affordable Housing Viability Study, Level Hewell Grange Estate-Setting of Heritage Assets Assessment 2013 (BDC)
BDP6 Infrastructure Contributions	Policy seeks to secure developer contributions towards different types of infrastructure provision.	SO1, SO2, SO3, SO4, SO6, SO7, SO8, SO9, SO11 and SO12	Policy compatible with paragraphs 173-177 of the NPPF.	Community Infrastructure Levy Regulations 2010 (+ amendments)
BDP 7 Housing Mix and Density	Sets out the house sizes most needed in the District and the density requirements.	SO4 and SO6	Policy compatible with paragraphs 17, 47 and 50 of the NPPF.	Strategic Housing Land Availability Assessment, Bromsgrove District Council Strategic Housing Market Assessment, GVA

Policy	Summary	Strategic/ Sustainability objectives	Policy Context/ compatibility with NPPF	Evidence Base
				Settlement Hierarchy Background Paper September 2012, Bromsgrove District Council
BDP8 Affordable Housing	Sets out the thresholds and targets for affordable housing provision.	SO4	Policy compatible with paragraphs 50 and 54 of the NPPF.	Affordable Housing Viability Study, Level Worcestershire Strategic Housing Market Assessment, GVA
BDP 9 Rural Exception Sites	Policy sets out the criteria by which the need for affordable housing will be assessed.	SO4	Policy compatible with paragraphs 50 and 54 of the NPPF	Worcestershire Strategic Housing Market Assessment, GVA
BDP10 Homes for the Elderly	To provide adequate housing to meet the demographic trends of an ageing population	SO4, SO12	Policy compatible with paragraphs 50 and 159 of the NPPF	Housing Market Assessment, Housing Vision Strategic Housing Market Assessment for the South Housing Market Area of the West Midlands Region, The South Housing Market Partnership
BDP11 Accommodation for gypsies, travellers and showpeople	The policy provides criteria based guidance for gypsy and traveller sites to ensure future sites are in appropriate	SO4	Policy compatible with paragraphs 3, 4 and 10 of Planning Policy for Travellers.	Strategic Housing Market Assessment, GVA A Gypsy and Traveller Accommodation Assessment for the South Housing Market Area, The South Housing Market Partnership



Policy	Summary	Strategic/ Sustainability objectives	Policy Context/ compatibility with NPPF	Evidence Base
	locations in accordance with identified needs.			
BDP12 Sustainable Communities	To provide sustainable communities that meets the needs of present and future residents in terms of service provision. This not only includes the provision of new services but the retention of existing facilities.	SO2, SO3, SO4, SO5, SO6, SO7, SO12	Policy compatible with paragraphs 28, 69 and 70 of the NPPF.	Sustainable Communities Act 2007 The Social Infrastructure Audit, Bromsgrove District Council Quality of Life Survey April 2008, Bromsgrove District Council
BDP13 New Employment	Sets out the types of employment opportunities that will help to broaden the economic base of the District and strengthen the local economy.	SO1, SO2, SO3 and SO5	Policy compatible with paragraphs 19, 21, 23 and 28 of the NPPF.	Employment Land Review 2012, Drivers Jonas Deloitte Employment Land Availability Report, Bromsgrove District Council
BDP14 Designated Employment	The policy provides for the protection and promotion of existing employment uses.	SO2, SO5	Policy compatible with Chapter 1 of the NPPF (Paragraphs	West Midlands Economic Strategy Employment Land Review, Drivers Jonas

Policy	Summary	Strategic/ Sustainability objectives	Policy Context/ compatibility with NPPF	Evidence Base
			18-22).	Employment Land Availability Report, Bromsgrove District Council
BDP15 Rural Renaissance	To encourage the regeneration of rural areas and the promotion of sustainable rural communities.	SO2, SO3, SO4, SO5, SO8, SO12	Policy compatible with paragraphs 28, 34, 55, 89 and 97 of the NPPF.	Strategic Housing Land Availability Assessment, Bromsgrove District Council Housing Market Assessment, Housing Vision Quality of Life Survey April 2008, Bromsgrove District Council
BDP16 Sustainable Transport	Policy seeks to ensure sustainable transport opportunities are maximised together with opportunities to maximise use of green infrastructure for practical and recreational purposes.	SO6, SO7, SO8 & SO11.	Policy compatible with paragraphs 17, 29-41 of the NPPF.	Worcestershire Local Transport Plan 2006-2011, Worcestershire County Council Local Air Quality Management Detailed Assessment, Bromsgrove District Council Quality of Life Survey April 2008, Bromsgrove District Council Guidance on Transport Assessment, March 2007, DfT How Local Authorities can reduce emissions and manage climate risk, May 2012, Committee on Climate Change

Policy	Summary	Strategic/ Sustainability objectives	Policy Context/ compatibility with NPPF	Evidence Base
				Get Britain Cycling, Report from the Inquiry, All Party Parliamentary Cycling Group, April 2013
BDP17 Town Centre Regeneration	This policy seeks to set a framework for the regeneration of the Town Centre.	SO1, SO4, SO5, SO6, SO7, SO8, SO9, SO12.	Policy compatible with paragraphs 23, 24, 25, 26 and 27 of the NPPF.	Employment Land Review, Drivers Jonas Bromsgrove Town Centre Retail Capacity Report 2004, CBRE Quality of Life Survey April 2008, Bromsgrove District Council Bromsgrove Town Centre Health Check Leisure Centre Study Retail Study 2013 CBRE Town Centre Conservation Area Appraisal
BDP 18 Local Centres	This policy seeks to ensure that day to day local service needs are retained. It identifies compatible uses on the upper floors of retail premises in identified	SO3, SO6, SO7	Policy compatible with paragraphs 28, 37 and 70 of the NPPF	The Social Infrastructure Audit, Bromsgrove District Council BDC Settlement Hierarchy Background Paper September BDC 2012 Retail Study CBRE 2013

Policy	Summary	Strategic/ Sustainability objectives	Policy Context/ compatibility with NPPF	Evidence Base
	local centres.			
BDP19 High Quality Design	This policy provides a set of principles to safeguard the local distinctiveness of the District and ensure a high quality, safe and distinctive design throughout the development.	SO6, SO7, SO8, SO9, SO11	<p>Policy compatible with paragraphs 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66 of the NPPF.</p> <p>The NPPF sets out the requirements for dealing with air pollution through the planning system in paragraphs 11, 120 and 124.</p> <p>The NPPF sets out the requirements for dealing with land contamination through the planning system in paragraphs 9, 11, 111, 120 and 121.</p>	<p>Standards and quality in development – a good practice guide (2<sup>nd</sup> edition), National Housing Federation</p> <p>Urban Design Compendium, Homes and Communities Agency</p> <p>Better Places to live by Design, Office of the Deputy Prime Minister</p> <p>Manual for Streets 1 &amp; 2, Communities and Local Government, Department for Transport, Chartered Institution of Highways and Transportation</p> <p>By Design: Urban Design in the Planning System, CABI</p> <p>Car parking: what works where, English Partnership</p> <p>Creating successful masterplans: a guide for clients, Commission for Architecture and the Built Environment</p> <p>Design Review, MADE</p> <p>Worcestershire Landscape Character Assessment, Worcestershire County Council</p>

Policy	Summary	Strategic/ Sustainability objectives	Policy Context/ compatibility with NPPF	Evidence Base
				<p>Conservation Area appraisals, Bromsgrove District Council</p> <p>Historic Landscape Character Assessment of Worcestershire, Worcestershire County Council</p> <p>Building for Life 12, CABE</p> <p>Affordable Housing Viability Assessment, Level Ltd</p> <p>British Research Establishment Environmental Assessment Methods, British Research Establishment</p> <p>The Case for Space, Royal Institute of British Architects</p> <p>The Way We Live Now, Royal Institute of British Architects</p> <p>Space in new homes: what residents think, Commission for Architecture and the Built Environment</p> <p>Secured by Design, Association of Chief Police Officers</p> <p>Crowded Places: The Planning System and Counter-Terrorism and other relevant guidance, National Counter Terrorism Security Office</p>

Policy	Summary	Strategic/ Sustainability objectives	Policy Context/ compatibility with NPPF	Evidence Base
				<p>Trees and Woodland in Worcestershire, Worcestershire County Council</p> <p>Local Air Quality Management Detailed Assessment, Bromsgrove District Council</p> <p>Low Emissions Strategies: using the planning system to reduce transport emissions, Department for Environment, Food and Rural Affairs</p>
BDP20 Managing the Historic Environment	This policy seeks to ensure the positive management of the Districts heritage assets.	SO8	Policy compatible with paragraphs 126-141 of the NPPF.	<p>Historic Environment Assessment for Bromsgrove District Council, Worcestershire County Council</p> <p>Draft West Midlands Strategy – Putting the Historic Environment to Work 2009 Worcestershire Historic Farmstead Characterisation Project</p> <p>Worcestershire Landscape Character Assessment, Worcestershire County Council</p> <p>Conservation Principles 2008, English Heritage</p> <p>Building in Context 2001, CABE/</p>

Policy	Summary	Strategic/ Sustainability objectives	Policy Context/ compatibility with NPPF	Evidence Base
				<p>English Heritage Heritage at Risk, English Heritage annual report Heritage Gateway and Magic websites BDC Conservation Area Character Appraisals and Management Plans, Bromsgrove District Council BDC Village Design Statements, Bromsgrove District Council</p>
BDP 21 Natural Environment	This policy seeks safeguard and enhance the local distinctiveness of the District provided by the Natural Environment	SO8 and SO9	Policy compatible with paragraphs 109-125 of the NPPF	<p>National, Regional and Local Biodiversity Action Plans Worcestershire Geodiversity Action Plan, Earth Heritage Trust Worcestershire Geodiversity Audit Report, Earth Heritage Trust Planning Policy Statement 26: Tackling Climate Change Through Planning, Town and Country Planning Association Worcestershire Landscape Character Assessment, Worcestershire County Council Worcestershire Landscape Character</p>

Policy	Summary	Strategic/ Sustainability objectives	Policy Context/ compatibility with NPPF	Evidence Base
				<p>Assessment Supplementary Guidance, Worcestershire County Council</p> <p>Ecological Evidence for Strategic Sites Allocation, Bromsgrove District Council and Worcestershire Wildlife Trust</p> <p>Geological Evidence for Strategic Sites Allocation, Earth Heritage Trust</p> <p>Water Vole Strategy, Bromsgrove District Council</p> <p>The Green Infrastructure Baseline Report, Bromsgrove District Council</p> <p>Biodiversity 2020, Department for Environment, Food and Rural Affairs</p> <p>Living Landscape schemes, The Wildlife Trust</p>
BDP 22 Climate Change	Policy seeks to mitigate the causes of climate change and ensure development is designed to adapt to its impacts.	SO2, SO6, SO9, SO10 and SO11	Policy is compatible with paragraphs 93-99 of the NPPF and Planning practice guidance for renewable and low carbon energy	<p>Building a Greener Future: Policy Statement, DCLG</p> <p>Zero carbon strategies for tomorrow's new homes, Zero Carbon Hub</p> <p>Joint Bromsgrove and Redditch Climate Change Strategy and Action Plan, Bromsgrove District Council and Redditch Borough Council</p>



Policy	Summary	Strategic/ Sustainability objectives	Policy Context/ compatibility with NPPF	Evidence Base
				<p>Worcestershire Climate Change Strategy (draft), Worcestershire County Council</p> <p>Renewable Energy Study in Worcestershire (IT Power), Worcestershire County Council</p> <p>National Heat Map, Department of Energy and Climate Change</p> <p>Planning for Climate Change in Worcestershire, Worcestershire County Council</p> <p>Planning for Renewable Energy in Worcestershire, Worcestershire County Council</p> <p>Worcestershire Local Transport Plan 3, Worcestershire County Council</p> <p>Local Air Quality Management Detailed Assessment, Bromsgrove District Council</p> <p>Affordable Housing Viability Assessment, Level Ltd</p> <p>Worcestershire Waste Core Strategy, Worcestershire County Council</p> <p>UK Climate Change Risk Assessment,</p>

Policy	Summary	Strategic/ Sustainability objectives	Policy Context/ compatibility with NPPF	Evidence Base
				Department for Environment, Food and Rural Affairs National Adaptation Programme (underway), Department for Environment, Food and Rural Affairs Planning for Climate Resilient Infrastructure Report, Worcestershire County Council
BDP23 Water Management	<i>This policy provides a set of principles to ensure sustainability of the water environment and safeguard developments from the risks of flooding</i>	SO9, SO10	Policy compatible with paragraphs 94, 99, 100, 101, 102, 103, 104 of the NPPF and PPS25 Development and Flood Risk Practice Guide	Level 1 Strategic Flood Risk Assessment for Bromsgrove and Redditch, Royal Haskoning Level 2 Strategic Flood Risk Assessment for Bromsgrove and Redditch, MWH Outline Water Cycle Study for Bromsgrove and Redditch, MWH Planning for Water, Worcestershire County Council Affordable Housing Viability Assessment, Level Ltd Worcestershire Local Flood Risk Management Strategy (on-going), Worcestershire County Council Severn River Basic Management Plan,

Policy	Summary	Strategic/ Sustainability objectives	Policy Context/ compatibility with NPPF	Evidence Base
				Environment Agency
BDP24 Green Infrastructure	This policy provides a set of principles to safeguard the delivery of a high quality multifunctional green space within and beyond the district boundaries	SO5, SO6, SO7, SO8, SO9, SO10, SO11	Policy compatible with paragraphs 28, 29, 69, 73, 74, 75, 93, 99, 109, 114, 126 of the NPPF	Worcestershire Green Infrastructure Strategy(on-going), Worcestershire County Council Worcestershire Green Infrastructure Framework Documents, Worcestershire County Council Bromsgrove Green Infrastructure Baseline Report, Bromsgrove District Council
BDP25 Health and Well Being	To improve the quality of life and well-being of Bromsgrove by promoting active, healthy lifestyles as well as improving access to health and leisure facilities. Also includes restrictions regarding the provision of A5 Hot food takeaways.	SO1, SO6, SO7	Policy compatible with Chapter 8 of the NPPF, particularly paragraphs 69, 70, 73, 74 and 75.	Healthy Weight, Healthy Lives: A Cross-Government Strategy for England, HM Government 2008  Quality of Life Survey 2008

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## Appendix II

### Glossary

This glossary of terms is intended to act as a reference point for unfamiliar or technical terms included in the Bromsgrove District Plan. Unless stated, these are not definitive or legal descriptions.

**Area of Development Restraint (ADR)** - Areas of land taken out of the Green Belt in the Local Plan which have been identified as possible land for new development when required in the future

**Affordable Housing** - Housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to incomes, or in relation to the price of general market housing.

**Affordable Rent** - Accommodation that is let by a Registered Social landlord to those eligible for social rented accommodation at no more than 80% of local market rents

**Annual Monitoring Report (AMR)** – The report prepared by Councils to assess the implementation of the Local Development Scheme and the extent to which the policies of the Local Development Framework are being achieved.

**Biodiversity** - The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.

**Biodiversity Action Plan (LBAP)** - The local Worcestershire Biodiversity Action Plan identifies local priorities to determine the contribution they can make to the delivery of the national Species and Habitat Action Plan targets

**Employment Land Review (ELR)** – Document that assesses existing employment land in the District, considers future requirements and identifies a portfolio of sites where employment development could be located.

**Geodiversity** - The variety of earth materials, forms and processes that constitute and shape the Earth, either the whole or a specific part of it. Relevant materials include minerals, rocks, sediments, fossils, soils and water.

**Green Belt** – Land allocated for a district to prevent urban sprawl by keeping land permanently open. Guidance on Green Belt policy is contained in PPG2, and the Worcestershire Structure Plan identifies the broad extent of Green Belt within Bromsgrove District and the Local Plan defines detailed boundaries of Green Belt land.

**Greenfield** - Land (or a defined site) that has not previously been developed.

**Green Infrastructure** - “The network of green spaces and natural elements that intersperse and connect our cities, towns and villages. It is the open spaces, waterways, gardens, woodlands, green corridors, wildlife habitats. Street trees, natural heritage and open countryside. Green Infrastructure provides multiple benefits for the economy, the environment and people”  
West Midlands Green Infrastructure Prospectus

**Heritage Asset-** A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

**Horsiculture-** The commercial development of the countryside for pasturing or exercising horses.

**Local Centre-** Local centres include a range of small shops of a local nature, serving a small catchment. Typically, local centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot-food takeaway and launderette. Local centres may also provide the focus for other community social facilities including health or education.

**Local Development Scheme (LDS)** – Sets time-scales for the preparation of Local Development Documents that must be agreed with the Government and reviewed annually.

**Listed Building** - A building of special architectural or historic interest, graded I, II\* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building and any permanent structures (e.g. walls within its curtilage).

**Major Urban Area (MUA)** -The main urban area of the West Midlands Region, as identified on the RSS Spatial Strategy Diagram (see the inside back cover of West Midlands Regional Spatial Strategy).

**Planning Policy Statements/Guidance (PPGs/PPSs)** - National planning policy published by the Department for Community and Local Government, all regional and local planning policy must be in general conformity with this guidance.

**Previously Developed Land (PDL)** – Land that contains permanent buildings (excluding agriculture or forestry buildings) and associated fixed-surface infrastructure. The definition covers the curtilage of the development.

**Renewable Energy** - Energy flows that occur naturally and repeatedly in the environment, for example from wind, water flow, tides or the sun.

**Sites of Importance for Nature Conservation (SINC)** – Defined areas of ecological or geological importance identified to protect habitat and species diversity.

**Sites of Special Scientific Interest (SSSIs)** – Relates to specifically defined areas where protection is afforded to sites of national wildlife or geological interest. Natural England is responsible for identifying and protecting these sites.

**Strategic Flood Risk Assessment (SFRA)** – A document that examines the potential for flooding from all sources in the area, this includes the potential impacts from climate change. It examines the impact of new development both within and beyond the District.

**Strategic Housing Land Availability Assessment (SHLAA)** – A document that identifies suitable and available housing sites for up to the next 15 years. The document is evidence for plan making and does not allocate land for development.

**Strategic Housing Market Assessment (SHMA)** – an assessment of housing needs in the local area. This assessment should identify the scale and mix of housing and the range of tenures that the local population is likely to need over the Plan period, addressing the need for all types of housing.

**Sustainability Appraisal (SA)** - Appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.

**Sustainable Development** - A widely used definition drawn up by the World Commission on Environment and Development in 1987: *“Development that meets the needs of the present without compromising the ability of future generations to meet their own needs”*. The Government’s four aims, to be achieved simultaneously are:

- Social progress which recognises the needs of everyone
- Effective protection of the environment
- Prudent use of natural resources
- Maintenance of high and stable levels of economic growth and employment.

#### **Sustainable Drainage Systems –**

SuDS are made up of one or more structures built to manage surface water runoff including for example, rainwater recycling, pervious paving, the use of green roofs, balancing ponds and soakaways. A holistic approach should be adopted so that each element is operated collectively rather than as a series of isolated drainage devices.

#### **SuDS management (or treatment) Train concept**

The SuDS management train is to reduce flows and volumes of surface water as close to source as possible through four main stages: Prevention → Source Control → Site Control → Regional Control. The idea is to apply

different SuDS components at each stage such that the water quality of receiving water will improve as a result.

Therefore a variety of techniques are employed in a sequence to improve the quality of water in line with the Water Framework Directive.

**Special Wildlife Site (SWS)** - These places are considered to be the best places for wildlife outside of legally protected areas such as SSSIs, National Nature Reserves and Local Nature Reserves.

**Use Class** - The Town and Country Planning (Use Classes) Order 1987 puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class.

**Viability** – To be capable of existing or surviving in a successful manner. The term is often used in the context of whether town centres are able to exist as viable retail centres. Financial viability is about being able to generate sufficient income to meet overheads and allow growth whilst still being able to maintain service levels.

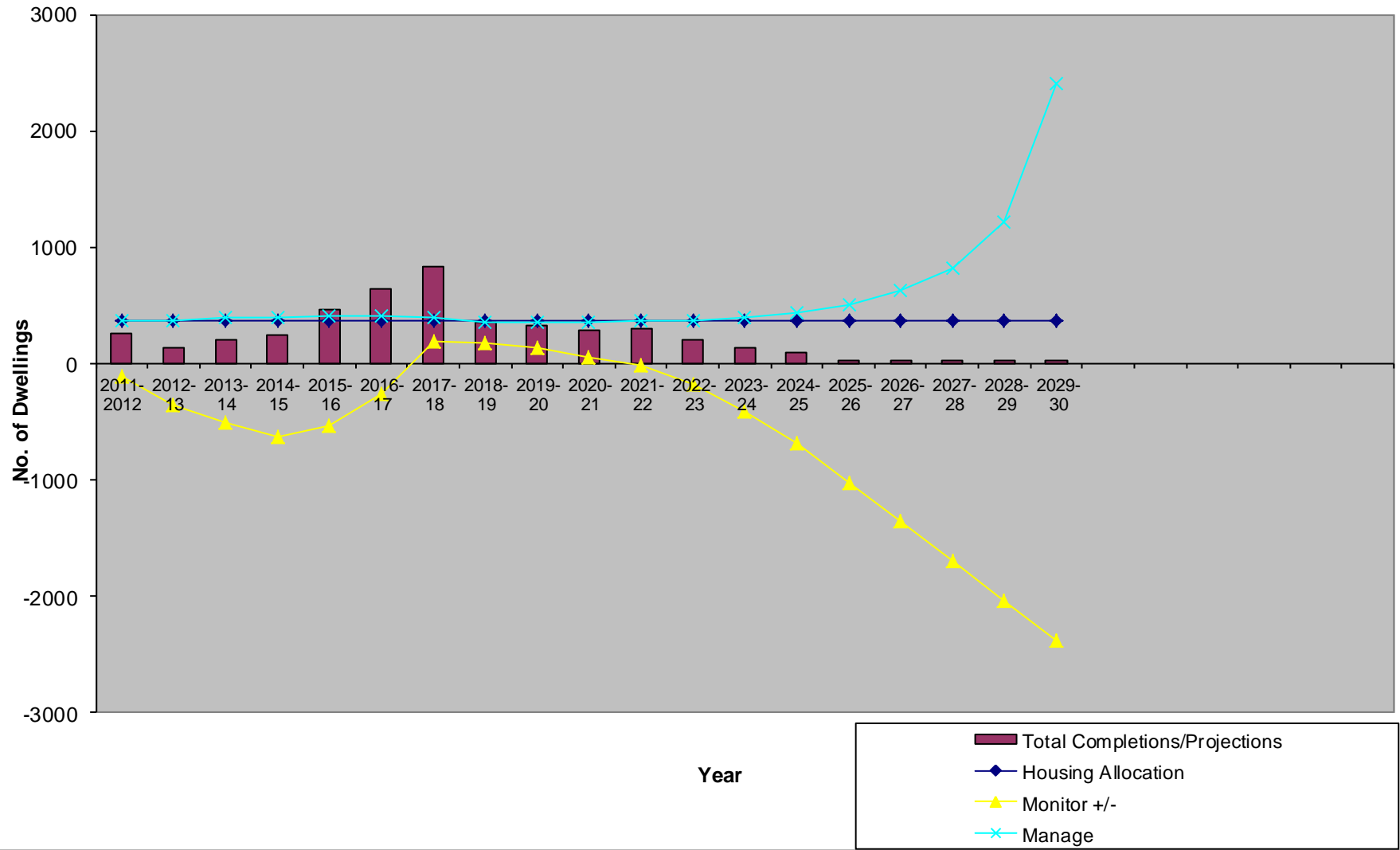
**Vitality** – Used to describe the liveliness of an area, which may be measured by particular local features, the general environment or the quality of life for local residents. In the context of town centres, this term can be used to describe the capacity of a centre to grow or develop.



**Appendix III  
Housing Trajectory**

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Housing Trajectory Based on Target of 7,000 Dwellings by 2030



**Appendix IV Superseded BDLP Policies and Proposals**

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## Superseded Local Plan Policies and Proposals

The following policies and proposals, together with supporting paragraphs, in the adopted Bromsgrove District Local Plan 2004 will be replaced upon adoption of this Development Plan (Regulation 13(5)).

Policy Number	Policy Name	BDP Policy – superseded by
<b>District Strategy</b>		
DS1	Green Belt Designation	BDP4
DS2	Green Belt Development Criteria	BDP4
DS3	Main Locations for Growth	BDP2
DS4	Other Locations for Growth	BDP2
DS5	Village Envelope Settlements	BDP4
DS8	Areas of Development Restraint	BDP5
DS9	Protection of Designated Environmental Areas	BDP21
DS11	Planning Obligations	BDP6
<b>Housing</b>		
S3	Windfall Policy	BDP2
S4	Monitoring of Housing Sites	BDP2
S6	Special Needs in Housing	BDP7, BDP8, BDP10, BDP11
S7	New Dwellings Outside the Green Belt	BDP1, BDP2, BDP7, BDP16, BDP19, BDP24, BDP25
S8	Plot Sub-Division	BDP19
S9	New Dwellings in the Green Belt	BDP1, BDP2, BDP4, BDP8, BDP15, BDP16,
S10	Extensions to Dwellings Outside the Green Belt	Partly replaced by BDP1, BDP19
S11	Extensions to Dwellings in the Green Belt	Partly replaced by BDP1, BDP4, BDP19
S12	Replacement of Dwellings in the Green Belt	Partly replaced by BDP4, BDP16
S13	Sub-division of Dwellings in the Green Belt	Partly replaced by BDP1, BDP4, BDP16, BDP19
S13A	Changes of Use of Dwellings in the Green Belt	Partly replaced by BDP1, BDP4
S14	Range of Housing Types and Tenures	BDP7
S15	Affordable Housing in Urban Areas	BDP8
S16	Affordable Housing in Green Belt Areas	BDP8
S17	Caravan/ Mobile Home sites	BDP4, BDP15
S18	Gypsies	BDP11
S19	Incompatible Land Uses	BDP1
<b>Shopping</b>		
S20	Main Shopping Location	BDP17
S21	Out of Town Shopping	Partly replaced by BDP4, BDP16, BDP17
S22	Provision for Local Shopping Facilities in New Residential Areas	Partly replaced by BDP1, BDP16, BDP17, BDP18
S23	Shopfront Enhancement	Partly replaced by BDP17,

		BDP19
S24	Retention of Traditional Shopfronts	Partly replaced by BDP19
S24a	Original Features on Shopfronts	Partly replaced by BDP19
S25	New Shopfronts	Partly replaced by BDP19
S26	Shopfront Fascias	Partly replaced by BDP19
S27	Standards of Fascia Design	Partly replaced by BDP19
S27A	Projecting Signs	Partly replaced by BDP19
S27B	Design and Material in Conservation Areas	Partly replaced by BDP19, BDP20
<b>Community Facilities</b>		
S28	New and Enhanced Community Facilities	BDP12
S29	Access for the Disabled	BDP16, BDP19
S31	Development of Educational Establishments	Partly superseded by BDP6, BDP25
S32	Loss of Private Playing Fields	BDP12
S33	Mobile Classrooms	Not carried forward
<b>Conservation</b>		
S35	Proposed New and Extended Conservation Areas	BDP20
S35A	Development in Conservation Areas	BDP20
S36	Design of Development in Conservation Areas	BDP20
S37	Demolition in Conservation Areas	BDP20
S38	Protection of Buildings of Merit	BDP20
S39	Alterations to Listed Buildings	BDP20
S39A	Demolition of Listed Buildings	BDP20
S41	Listed Buildings in Shopping Areas	Partly superseded by BDP20
S42	Shopfronts in Conservation Areas	Partly superseded by BDP20
S43	Traffic Calming Schemes	Not carried forward
S44	Reinstatement of Features in Conservation areas	BDP20
S45	Improvements to Conservation Areas	BDP20
S46	Areas of Special Advertising Control	Not carried forward
S47	Advertising Control	Partly superseded by BDP1
S48	Historic Parks and Gardens	BDP20
<b>Landscape</b>		
C1	Designation of Landscape Protection Areas	BDP21
C4	Criteria for Assessing Development Proposals	BDP21
C5	Submission of Landscape Schemes	Partly Superseded by BDP19.
C6	Sites for Environmental Improvements	BDP19
<b>Nature Conservation</b>		
C9	Development Affecting SSSI's and NNR's	BDP21
C10	Development Affecting SWS's and LNR's	BDP21
C10A	Development Affecting Other Wildlife Sites	BDP21
C12	Wildlife Corridors	BDP21, BDP24
C16	Effect of Infrastructure Development on the Landscape	BDP21
<b>Woodlands</b>		

C17	Retention of Existing Trees	BDP19
C18	Retention of Existing Woodland	BDP21
C19	Tree Preservation Orders	Not carried forward
<b>Agriculture</b>		
C21	New Agricultural Dwellings	BDP15
C22	Siting of New Agricultural Dwellings	Partly superseded by BDP15
C23	Additional Dwelling Units on Farms	BDP15
C24	Removal of Occupancy Conditions	BDP15
C27	Re-Use of Existing Rural Buildings	Partly superseded by BDP1, BDP4, BDP15, BDP16, BDP19
C27A	Removal of Permitted Development Rights	BDP15 (Footnote)
C27B	Residential and Commercial Re-Use of a Rural Building	Not carried forward
C27C	Extensions to Converted Rural Buildings	Not carried forward
C29	Conversion of Listed Buildings	BDP20
C30	Twelve Month Limit for Re-Use of Building	Not carried forward
C30A	New Agricultural Buildings	Partly Superseded by BDP19.
<b>Farm Diversification</b>		
C31	Farm Diversification Schemes	BDP15
C32	Farm Diversification Schemes	BDP15
C33	Farm Shops	BDP15
C34	Horticultural Nurseries	Not carried forward
<b>Archaeology</b>		
C36	Preservation of Archaeological resources	BDP20
C37	Excavation Around Archaeological Remains	BDP20
C38	Development Criteria for Archaeological Sites	BDP20
C39	Site access for Archaeologists	BDP20
<b>Employment</b>		
E2	Employment Land for Redditch Related Needs	BDP5
E3	Employment Land for the Remainder of the District	BDP14
E4	Extension to Existing Commercial Uses	BDP1, BDP13, BDP14
E6	Inappropriate Land Uses in Employment Areas	BDP14
E7	Development Briefs for Large Sites	Not carried forward
E9	Criteria for New Employment Development	BDP1, BDP13
E10	Retail or Recreational Uses on Employment Land	BDP14
E11	Signing on Industrial Estates	Not carried forward
<b>Transport</b>		
TR1	The Road Hierarchy	BDP1, BDP16
TR2	Safeguarding of Land for Future Road Proposals	Not carried forward
TR3	Development Adjacent to Major Highways Junctions	Not carried forward
TR4	Motorway Service Areas	Not carried forward
TR5	Railfreight	BDP16

TR5A	Railfreight	BDP16
TR6	Traffic Management Systems	BDP16
TR8	Off-Street Parking Requirements	BDP16
TR9	Making Up of Roads to Adoptable Standards	Not carried forward
TR10	Car Parking Provision for Disabled Motorists	BDP16
TR11	Access and Off-Street Parking	BDP16
TR12	Reduced Car Parking Standards	Not carried forward
TR13	Alternative Modes of Transport	BDP16
TR15	Car Parking at Railway Stations	Not carried forward
TR16	Cycle Routes	BDP16
<b>Recreation</b>		
RAT1	Recreational use on lower quality agricultural land	Not carried forward
RAT2	Recreational development criteria in the Green Belt	Partly superseded by BDP4, BDP16, BDP20, BDP19, BDP25
RAT3	Indoor Sports Development Criteria	Partly superseded by BDP1, BDP16, BDP25
RAT4	Provision of Open Space	BDP24
RAT5	Open Space Provision in New Residential Developments	BDP24
RAT6	Open Space Provision in New Residential Developments	BDP24
RAT7	Sports Hall Standards	Partly superseded by BDP4, BDP1, BDP16
RAT8	Dual Use Facilities	Partly superseded by BDP1, BDP4, BDP16, BDP19
RAT9	Allotments	BDP24
<b>Rights of Way</b>		
RAT12	Support for Public Rights of Way	BDP16, BDP24
RAT13	Stopping up a Right of Way	Partly superseded by BDP16, BDP24
RAT16	Equestrian Activities	BDP15, BDP21
RAT17	Stabling	BDP1, BDP4, BDP15, BDP16, BDP21, BDP23
RAT19	Safeguarding Commons and Greens	BDP24
RAT20	Re-use of Mineral Workings for Recreational Activities	BDP21, BDP24
RAT21	Golf Courses	Partly superseded by BDP16, BDP19, BDP20, BDP21, BDP23, BDP24, BDP25
<b>Tourism</b>		
RAT22	Tourism Schemes	BDP15
RAT23	Promotion of Tourism	Partly superseded by BDP15
RAT24	New Hotels	BDP1, BDP3, BDP16, BDP19
RAT25	Extension to Hotels	BDP1, BDP4, BDP16, BDP19
RAT26	Conversion of Buildings to Hotels	Partly superseded by BDP1, BDP4, BDP16, BDP19
RAT27	Self Catering Accommodation	Not carried forward

RAT28	Farm-based Accommodation	Not carried forward
RAT29	Static Holiday Caravans or Chalet Sites	BDP4
RAT30	Caravan Storage	BDP4
RAT33	Visitor Facilities	BDP1, BDP4, BDP16, BDP19, BDP20
RAT34	Tourist Potential of Canals	Partly superseded by BDP4, BDP16, BDP19, BDP20, BDP21, BDP24
RAT35	Coach/Bus Parking Facilities	BDP1, BDP16, BDP20, BDP21
<b>Environmental Services</b>		
ES1	Protection of Natural Watercourse Systems	BDP23
ES2	Restrictions on Development Where Risk of Flooding	BDP23
ES3	Sewerage Systems	BDP23
ES4	Groundwater Protection	BDP23
ES5	Sewerage Treatment Facility Provision	BDP23
ES6	Use of Soakaways	BDP23
ES7	Sites Suspected of Contamination	Not carried forward
ES8	Development Near Hazardous Installations	Not carried forward
ES9	Undergrounding of Supply Cables	BDP1
ES11	Energy Efficiency in Buildings	BDP23
ES12	Provision of Recycling Facilities	BDP23
ES13	Development of Telecommunication facilities	Partly superseded by BDP20, BDP21
ES14	Development Near Pollution Sources	BDP19
ES14A	Noise Sensitive Development	BDP19
ES16	Reforming of Land	Partly superseded by BDP12, BDP21
<b>Area Policies</b>		
ALVE2	Development Within Alvechurch Shopping Area	BDP18
ALVE3	Provision of Additional Off-street Parking Near Alvechurch Station	Not carried forward
ALVE4	Site for Open Space and Water Recreation	Not carried forward
ALVE5	Density Restrictions	Partly superseded by BDP7, BDP19
ALVE6	ADR: Land to North of Crown Meadow	BDP5B
ALVE7	ADR: Land to North of Rectory Lane	BDP5B
ALVE8	ADR: Land to South of Rectory Lane	Not carried forward
BG1	Development within Barnt Green Shopping Area	BDP18
BG2	Station Approach Development Site	Not carried forward
BG3	Improvements to Car parking provision	Not carried forward
BG4	Retention of character of Area	Partly superseded by BDP7, BDP19
BEL1	Village Envelope: Belbroughton	BDP4
BE1	Village Envelope: Beoley	BDP4
BE2	Site for play area: Holt End	Partly superseded by BDP25



BE3	ADR: Land at Ravensbank Drive	BDP5
BOUR1	Village Envelope: Bournheath	BDP4
BROM5	ADR: Barnsley Hall South and Norton Farm	BDP5
BROM5A	ADR: Land at Perryfields Road East	BDP5
BROM5B	ADR: Land North of Perryfields Road	BDP5
BROM5C	ADR: Land Adjacent to Former Wagon Works	BDP5
BROM5D	ADR: Land at Perryfields Road West	BDP5
BROM5E	ADR: Land at Church Road, Catshill	BDP5
BROM5F	ADR: Land at Whitford Road	BDP5
BROM6	Employment development site: Stoke Prior	BDP14
BROM9	Re-zoning to residential use: Willow Road	Not carried forward
BROM11	Town Centre Zone	BDP17 and Proposals Map
BROM12	Primary and Secondary Shopping Areas	BDP17 and Proposals Map
BROM13	Development in Primary Shopping Area	BDP17
BROM14	Development in Secondary Shopping Area	BDP17
BROM16	Amalgamation of Shop Units	Partly superseded by BDP17
BROM18	Improvements to Shopping Environment	Partly superseded by BDP17
BROM19	Development of Alleyways and Town Courts	Partly superseded by BDP17
BROM22	Improvements to the Shopping Environment	Partly superseded by BDP17
BROM23	Development in Catshill Shopping Area	BDP18
BROM24	Development in Aston Fields Shopping Area	BDP18
BROM28	Play Area and Open Space	Superseded by BDP25
BROM30	Avoncroft Museum	BDP15
BROM32	Strategic Open Space	Partly covered by BDP25
BUR1	Village Envelope: Burcot	BDP4
CL1	Village Envelope: Clent	BDP4
CH1	Environmental Improvements at Rednal	BDP19
FAR1	Village Envelope: Fairfield	BDP4
FIN1	Village Envelope: Finstall	BDP4
FIN3	Site for Open Space: Penmanor	Partly superseded by BDP25
FIN4	Site for Open Space: Heydon Road	Partly superseded by BDP25
FR2	Site for Open Space: Holy Trinity Cricket Club	Partly superseded by BDP25
FR3	Site for Play Area: Holly Hill Road	Partly superseded by BDP4
FR4	ADR: Land of Egghill Lane	BDP5
HAG2	ADR: Kidderminster Road South	BDP5
HAG2A	ADR: Land at Algoa House	BDP5
HAG2B	ADR: Land South of Kidderminster Road	BDP5
HAG3	Development in Hagley Shopping Area	BDP18
HAG5	Wildlife Site Designation: Land at Sweetpool, Hagley	BDP21
HOL1	Village Envelope: Holy Cross	BDP4
HOP1	Village Envelope: Hopwood	BDP4
ROM1	Village Envelope: Romsley	BDP4
ROM2	Site for Play Area: Land off Dark Lane	Partly superseded by BDP25
ROW1	Village Envelope: Rowney Green	BDP4
RUB2	Development in Rubery Shopping Area	BDP18

<b>RUB4</b>	<b>Residential Development Site in Rubery Shopping Area: Whetty Lane</b>	<b>Not carried forward</b>
<b>RUB5</b>	<b>Site for Play Area: Land off New Inns Lane</b>	<b>Partly superseded by BDP25</b>
<b>TARD1</b>	<b>Site for Recreation/Leisure Purposes</b>	<b>Partly superseded by BDP25</b>
<b>WYT1</b>	<b>Development in Wythall Shopping Area</b>	<b>BDP18</b>
<b>WYT2</b>	<b>Wildlife Area: Beaudesert Road</b>	<b>BDP21, BDP 25</b>
<b>WYT3</b>	<b>Nature Reserve: Sycamore Drive</b>	<b>BDP21, BDP 25</b>
<b>WYT4</b>	<b>Access to Birmingham Midland Museum of Transport</b>	<b>Partly superseded by BDP16</b>
<b>WYT5</b>	<b>Recreational Development at Wythall Park</b>	<b>Partly superseded by BDP25</b>
<b>WYT6</b>	<b>New Sports Pitches: Alcester Road</b>	<b>Partly superseded by BDP25</b>
<b>WYT7</b>	<b>Playing Fields: Walkers Heath</b>	<b>Partly superseded by BDP25</b>
<b>WYT8</b>	<b>Site for Recreational Use: Shirley Quarry</b>	<b>Partly superseded by BDP25</b>
<b>WYT9</b>	<b>Site for Open Space: Falstaff Avenue</b>	<b>BDP25</b>
<b>WYT10</b>	<b>Park and Ride Facilities at Wythall Railway Station</b>	<b>Not carried forward</b>
<b>WYT11</b>	<b>Site for New Church: Silvermead School</b>	<b>Partly superseded by BDP12</b>
<b>WYT13</b>	<b>Gypsy Caravan Site</b>	<b>Not carried forward</b>
<b>WYT15</b>	<b>ADR: Land of Selsdon Close, Grimes Hill</b>	<b>BDP5</b>
<b>WYT16</b>	<b>ADR: Land at Bleakhouse Farm</b>	<b>BDP5</b>

**Appendix V**  
**Monitoring indicators**

<b>Policy</b>	<b>Target/Indicator</b>
<b>BDP1 – Sustainable Development Principles</b>	Number of bus and rail travellers % of people usual method of travel Number of trips made by public transport Decrease in CO2 emissions Number of new AQMA's declared No of parks and areas of recreation space  Total number of listed buildings No of listed buildings demolished No of listed buildings at risk % of unemployment
<b>BDP2 – Settlement Hierarchy</b>	% of development on PDL % of development in each settlement type
<b>BDP3 – Future Development</b>	Net additional dwellings completed No. of hectares of employment completed No. of years of housing supply
<b>BDP4 – Green Belt</b>	% of District under Green Belt designation No of planning applications on green belt land % of planning applications on green belt land approved % of planning applications on green belt land refused Area (in hectares) of green belt land loss
<b>BDP5A – Bromsgrove Town Expansion Sites</b>	No. of dwellings completed on expansion sites No. affordable dwellings on expansion sites No. of hectares of employment completed on expansion sites Amount of retail floorspace completed on expansion sites Amount of open space on expansion sites
<b>BDP5B – Other Development Sites</b>	No. of dwellings completed on development sites No. of hectares of employment completed on development sites Amount of open space on development sites
<b>RCBD1 – Redditch Cross Boundary Development</b>	No. of dwellings completed on cross boundary sites No. of affordable dwellings on cross boundary sites Amount of retail floorspace completed on

	<p>cross boundary sites</p> <p>Amount of open space on cross boundary sites</p>
<b>BDP6 – Infrastructure Contributions</b>	<p>No. of completed Section 106 Agreements</p> <p>No. of CIL receipts collected</p>
<b>BDP7 – Housing Mix and Density</b>	<p>Average density of development achieved across the District</p> <p>No. of dwellings built at less than 30 dwellings per hectare</p> <p>No. of dwellings built between 30 and 50 dwellings per hectare</p> <p>No. of dwellings built at greater than 50 dwellings per hectare</p> <p>No. and % percentage of dwellings completed in each size category (e.g. 1 bed, 2 bed, 3 bed, 4 bed and 5 bed dwellings)</p>
<b>BDP8 – Affordable Housing</b>	<p>No. of affordable houses completed</p> <p>No. of affordable completions in each Parish</p> <p>No. of 100% affordable housing</p>
<b>BDP9 – Rural Exception Sites</b>	<p>No. of affordable houses completed through exception schemes</p>
<b>BDP10 – Homes for the Elderly</b>	<p>No and types units completed for the elderly</p> <p>No. of units built to Lifetime Home Standards</p>
<b>BDP11 – Accommodation for Gypsies, Travellers &amp; Showpeople</b>	<p>Occupancy rates</p> <p>No of pitches provided in District</p>
<b>BDP12 – Sustainable Communities</b>	<p>Increase or decrease in the number of local facilities in the district</p>
<b>BDP13 – New Employment Development</b>	<p>Total amount of Employment Completions (B1, B2, B8)</p> <p>Employment completions by Parish</p> <p>Amount of available employment land</p> <p>% of unemployment</p> <p>No. of VAT Registered businesses – registrations/deregistrations</p>
<b>BDP14 – Designated Employment</b>	<p>Amount of employment land lost to other uses</p> <p>No. of extensions granted to existing employment premises</p>
<b>BDP15 – Rural Renaissance</b>	<p>No. of agricultural dwellings completed</p> <p>No. of affordable houses completed through exception schemes</p>
<b>BDP16 – Sustainable Transport</b>	<p>Number of bus and rail travellers</p> <p>% of people usual method of travel</p>

	<p>Number of trips made by public transport</p> <p>Proportion of new housing within 30 minutes by public transport from key facilities</p> <p>Proportion of development within 800 metres/13 minutes walk from hourly bus service</p> <p>% access to GP</p>
<b>BDP17 – Town Centre Regeneration</b>	<p>No. of Town Centre Delivery Sites completed</p> <p>Diversity of main town centre uses</p> <p>Proportion of vacant street level property</p> <p>Pedestrian flows</p>
<b>BDP18 – Local Centres</b>	<p>Diversity of local centre uses</p> <p>Proportion of vacant street level property</p>
<b>BDP19 – High Quality Design</b>	<p>Proportion of relevant schemes incorporating “secured by design” principles</p> <p>% of people to which fear of crime is an issue</p> <p>Number of recorded crimes</p> <p>Number of ASBO’s</p> <p>% of non-residential developments to meet BREEAM ‘very good’ standard</p> <p>% of affordable housing to meet the Code for Sustainable Home Level 6</p> <p>The level of the Code for Sustainable Homes achieved by market (% achieved for each code level)</p> <p>No. of schemes achieving Building for Life diamond status</p> <p>Decrease in CO2 emissions</p> <p>Number of new AQMA’s declared</p>
<b>BDP20 – Managing the Historic Environment</b>	<p>Total number of listed buildings</p> <p>No of listed buildings demolished</p> <p>No of listed buildings at risk</p> <p>Total number of Registered Parks, Gardens and Scheduled Ancient Monuments</p> <p>No. of Conservation Areas</p> <p>Proportion of Conservation Areas with Character Assessments completed</p> <p>No of buildings on local list of architectural merit</p>
<b>BDP21 – Natural Environment</b>	<p>% of total land use under landscape designation</p> <p>% of planning permissions granted in the Green Belt</p> <p>% of planning permissions affecting areas of</p>

		<p>recognised landscape value</p> <p>No. of SWS</p> <p>No. of SSSI</p> <p>No. of BAP habitats</p>
<b>BDP22 – Climate Change</b>		<p>Decrease in CO2 emissions</p> <p>Decrease in average electricity consumption per household/ year in line with Government targets</p> <p>% of new developments with energy efficient design</p> <p>Number of new developments with on-site renewable energy</p> <p>Number of bus and rail travellers</p> <p>% of people usual method of travel</p> <p>Number of trips made by public transport</p> <p>Proportion of new housing within 30 minutes by public transport from key facilities</p> <p>Proportion of development within 800 metres/13 minutes walk from hourly bus service</p> <p>Number of noise related complaints</p> <p>Vehicle flows through urban areas</p> <p>Number of new AQMA's declared</p> <p>% waste recycled per year</p> <p>% of rivers with fairly good or better biological and chemical water quality</p> <p>Number of new developments on flood plains</p> <p>Number of schemes incorporating water harvesting</p> <p>Number of new industries/companies developing new technology addressing climate change</p> <p>Number of new developments incorporating opportunities for recycling</p>
<b>BDP23 – Water Management</b>		<p>No of incidences of flooding</p> <p>No of new properties built in the flood plain</p> <p>No of new developments incorporating SuDS</p> <p>No of planning permissions granted contrary to advice of EA</p>
<b>BDP24 – Green Infrastructure</b>		<p>No of parks and areas of recreation space</p> <p>Proportion of eligible open space maintained to “green flag” standard</p> <p>% of allotments lost to development</p> <p>% loss of recreational land and/or buildings lost to development</p>
<b>BDP25 – Health and Well</b>		<p>No. units with A5 use</p>

<b>Being</b>	<b>No. of new cycle routes</b> <b>No. of applications with cycling facilities</b> <b>% of obese children in Year 6 of Primary School</b> <b>Mortality rates from all circulatory diseases under the age of 75</b>
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