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Preferred Options

Core Strategy

September 2008



Bromsgrove
District Council
www.bromsgrove.gov.uk



Core Strategy

Purpose of this Preferred Options report

This document has been produced by the District Council as a basis for consultation on the second stage of preparing Bromsgrove's new Local Development Framework (LDF). It builds on the earlier Issues and Options consultation stages that took place in the summers of 2005 and 2007.

What is a Local Development Framework?

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

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

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

What is a 'Preferred Options Report'?

Introduction

This report sets out the Preferred Options for consultation in relation to the Core Strategy. A Background Report will be published for this consultation stage to provide more information on the context for the proposals in this document and the issues that have led to its conclusion. This will be made available on the District Council's website www.bromsgrove.gov.uk with hard copies available at the Council House.

How can I get involved?

You may already have been involved through earlier consultation processes. The Core Strategy builds on work done in developing Bromsgrove's planning strategy over several years. This includes the LDF Issues and Options consultations in the summers of 2005 and 2007, as well as a number of studies that will form the evidence base to the Core Strategy and the emerging Regional Spatial Strategy for the West Midlands.

A period of 6 weeks – **from Friday 31st October to Friday 12th December** – will be given for people to make formal representations on this Preferred Options Report, but please let us know if you would like longer to consider the report.

What happens next?

The District Council will consider carefully all representations received and, where appropriate, seek to resolve objections. This document will then be developed into the Draft Core Strategy and formally "submitted" to the Secretary of State in 2009.

The submitted document will be made available for another statutory six week period during which formal representations can be made. This will be followed by a further six week consultation period on any alternative sites being put forward by objectors.

All representations received will be considered at an Examination to be conducted by an independent Planning Inspector. He / she will test the 'soundness' of the plan. The Inspector's report will be binding on the District Council.

For further information, see www.bromsgrove.gov.uk, or contact the Strategic Planning Team at: The Council House, Burcot Lane, Bromsgrove, Worcestershire, B60 1AA (tel. 01527 881323).

Planning Policy Context

Bromsgrove's planning policy framework has to be in line with National policy, in general conformity with the West Midlands Regional Spatial Strategy (WMRSS), take account of the emerging phased revisions of RSS and consistent with the Worcestershire Structure Plan 1996-2011. Emerging updates to national planning policy statements will set new challenges for Bromsgrove to 2026.

At the National level, the Department for Communities and Local Government (DCLG) are continuing the process of replacing Planning Policy Guidance Notes with more focussed and shorter Planning Policy Statements. There is currently a national emphasis on accelerating house provision to meet current and future needs and also delivering economic growth. These targets have to be achieved whilst also delivering sustainable development.

At a Regional level, the West Midlands RSS identifies that the District of Bromsgrove is located outside of the Major Urban Area (MUA). The strategy focuses growth within the MUA as a way to help reverse past trends of outward migration from the cities to areas such as Bromsgrove. This suggests that any growth within Bromsgrove should be restricted to meeting local needs. The emerging phased Revision of the RSS has identified Redditch as a Settlement of Significant Development (SSD). The significant growth proposed for Redditch has implications for the adjacent local planning authorities of Bromsgrove and Stratford-on-Avon. The preferred options document for the Phase 2 Revision of the RSS identified that some Redditch growth would need to be located in Bromsgrove and/or Stratford-on-Avon.

The Worcestershire Structure Plan will remain a material planning consideration until 2011. The plan identifies the levels of housing and employment development within the district and these targets have now been reached. The overarching vision for Worcestershire is to be a county which is environmentally conscious, prosperous, a place where residents are healthy and safe and a place where people are treated fairly and afforded opportunity.

Spatial Portrait

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

Bromsgrove is a mainly rural district with around 91% of the land designated as Green Belt. Amongst this green belt there lies pockets of urban development. The mixture of both urban and rural environments contribute towards a rich biodiversity across the District. Geology also has a significant

influence on where habitats and species are found. Geodiversity comprises the variety of rocks, fossils, minerals, landforms and soils, and the associated natural processes that determine the landscape and character of our natural environment.

The District contains 8 Sites of Special Scientific Importance, 96 Special Wildlife Sites and 5 landscape protection Areas. These sites are varied in their nature ranging from whole valleys and hills such as the Lickey, Clent and Waseley Hills, canals, protected ancient woodlands and reservoirs which serve as habitats for many species of plants and animals. The rural nature of the district also provides ample opportunity for outdoor leisure activities at locations such as the Lickey and Clent Hills.

Furthermore the district is diverse, attractive and has a real sense of history with 10 conservation areas and over 470 listed buildings spread across the district. There are 839 known sites of archaeology interest in the District> Sites can vary from upstanding monuments to sites inferred by historic documents, from buried remains to listed buildings and from earthworks to artefacts. Of these sites 10 are Scheduled Ancient Monuments. The diversity of designated and non-designated heritage and archaeological sites form a key component of the historic landscape of the District.

The population profile shows that 17% of the population are over 65, compared to 15% nationally (2001 census). The District supports a varied and dynamic economy based on a range of small and medium sized businesses. The Central Technology Corridor runs through the heart of the district and has provided significant opportunity for growth in high technology sectors particularly at the Bromsgrove Technology Park and the former Rover site in Longbridge.

The area is well served by motorways, the M5 running north to south and the M42 from east to west. These routes connect with the M6 to the north of Birmingham and the M40 to the east. Localised congestion occurs in the District for example due to excessive traffic volumes in the Town Centre at peak times and when there is an issue on the Motorways when traffic typically diverts through the local highway network. The District is also served by train connections with a number of commuter routes passing through the District into Birmingham. Over the last ten years the number of people who use Bromsgrove station has increased by 400%. Most of the people who use the station commute to work in the West Midlands conurbation but there are an increasing number of people using the train services from Bromsgrove for leisure trips, education and to access health facilities. Despite this heavy usage the existing station facilities are extremely basic and the platform lengths prohibit larger trains from stopping. The station therefore currently presents a poor image as the gateway to Bromsgrove. Furthermore, not all areas within the District are well served by public transport. However, as the area itself is highly accessible by private car, coupled with the attractiveness of the area as a desirable place to live, this has resulted in sustained inward migration from the nearby conurbation. The demand for property within the district has had significant implications on property prices. In 2007 the

average house price was £234,885; which was significantly above the national average of £210,578. The affordability issue is exacerbated in the smaller rural settlements thus making it difficult for young people to find a home in the community that they grew up.

Excellent strategic links means that the area has also become attractive to businesses considering expansion, relocation or establishing for the first time. Within the District, employment is concentrated within the services sector but this employment is not solely provided for in the District. The average residence based earnings in Bromsgrove are £25,925; this is significantly above the national average of £23,200. The larger than average salaries, combined with inward migration, has resulted in continuing demand for leisure, health, education, housing and other personal and social facilities. However, with approximately 91% of the district located within the designated Green Belt there is a clear difficulty in identifying sufficient land for development without altering Green Belt boundaries.

Whilst the earnings of people living within the district are relatively high it is a concern that workplace based earnings in the district are at an average of £19,798. This raises concerns on a number of levels. Firstly it suggests that some people on higher wages who live in the district must be commuting out of the district on a daily basis for employment. There is a clear need to provide more skilled jobs locally within the district to reduce this daily outward migration to the Major Urban Area (MUA) of the West Midlands. Whilst some progress has been made in this area with development focussed on the High Technology Corridor that runs along the A38, it would appear that further development in high tech manufacturing and knowledge based industries is required to address the balance between residence and workplace based earnings.

This daily commute to the MUA is clearly unsustainable particularly as a high percentage, 47%, of commuters use cars (compared to 35% nationally in the 2001 census) rather than public transport. For many, public transport is not a viable option due to infrequent bus services and the poorly located train station in Bromsgrove. This focus on private transport has caused problems with air quality to such an extent that the area surrounding junction 1 of the M42 has been designated as an Air Quality Management Zone. The CO₂ emission in Worcestershire in 2004 (all sectors) shows that the highest CO₂ emission locations are along the motorways M42 and M5 (Draft Planning for Renewable Energy in Worcestershire Technical Research Paper).

The problems caused by poor access to public transport are accentuated in the most rural parts of the district particularly where people do not have access to a car. Without any easily accessible form of transport some residents have become isolated and therefore socially excluded.

The above average earnings within the district confirm that there is significant wealth in many locations however there are small pockets of deprivation within the town of Bromsgrove. Parts of the Sidemoor and Charford wards fall within the most deprived 20-40% of Super Output Areas (SOAs) across

England. These areas perform badly on indicators such as health, education and income.

The District has a relatively healthy population in respect of illness. However this does not take account of how fit the population is or how much exercise is taken. The promotion of good health must be seen in the wider context than the incidences of illness and the LDF can help shape the cultural and commercial environment in which we live so that it is easier to choose a healthier lifestyle for example by making provision for walking and cycling.

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Spatial Vision

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

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

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

Bromsgrove’s LDF Vision:

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

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

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

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

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

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

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

By 2026 the attractiveness, vitality and prosperity of the countryside, towns and villages of Bromsgrove will have been enhanced. The LDF will take this agenda forward, providing a long term framework for district's sustainable development, building on its potential to overcome disadvantage.

The anticipated economic, cultural and social changes that will emerge in the next 15 years will have been addressed, taking full account of the views of Bromsgrove's public and stakeholders.

A regenerated Bromsgrove town centre will be the key centre for services in the District. The town centre will be transformed into a thriving town that provides a unique blend of old and new and it will have a diverse range of leisure facilities. There will be shopping facilities including popular high street retailers and specialised markets. A variety of pubs and restaurants will provide a lively, safe and varied leisure experience. The increase in people living in the Town will contribute to its prosperity, vitality and safety.

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

Local centres such as Hagley, Wythall and Barnt Green will continue to have a significant role to play in the lives of local people. A variety of services will continue to be provided to ensure the viability and vitality of local centres. This will enable people to utilise local facilities rather than travelling further by potentially unsustainable means of transport.

The new railway station will provide state of the art public transport interchange for travellers with excellent links with the regenerated town centre and will provide a pivotal focus for North Worcestershire. The improved station will provide the opportunity for an increased number of trains from a wider range of destinations to stop in Bromsgrove. This will give the local population and people outside of the district greater mobility and access to the town centre in a more sustainable manner, whilst also enhancing the vitality of the town centre.

By 2026 Bromsgrove District will have delivered the required level of new housing to meet the needs identified in the Regional Spatial Strategy and increased the provision of affordable housing across the district. Housing growth will have been primarily focussed in the most sustainable locations whilst recognising the needs for housing provision in rural locations. A mix of well designed homes of varying tenures will have created attractive streetscapes and balanced mixed communities.

Bromsgrove will maintain low levels of unemployment by providing a range of jobs in various sectors, with growth primarily focussed on knowledge based industries and high tech manufacturing situated on the Central Technology Belt that runs through the district. Providing a wider range of skilled

occupations will have provided greater opportunity for residents to work locally and thus reduced the need to travel.

Development within the district will have been sensitively managed to preserve and enhance its attractive built and natural form. The high level of landscape quality will have been preserved in the District and access to it will have been sympathetically managed with promotion of opportunities for outdoor leisure activities that will benefit the health of the local population.

Bromsgrove District will tackle the key issues of climate change and sustainability. By 2026 the amount of energy produced from renewable sources will have increased as new developments will have provided a fixed percentage of energy from renewable sources. Through tackling issues such as waste management, recycling will have greatly increased throughout the district, with an increased number of recycling centres and recycling becoming an integral part of new developments. This will have been achieved through the use of recycled building materials and facilities for rain water collection and composting facilities on new developments.

Sustainable development has many different interlinked facets many of which will have been innovatively incorporated into the lives of people within Bromsgrove by 2026. This will include development of brownfield sites and sites adjacent to existing settlements. Improvements to public transport including the new train station, more frequent buses, new bus routes and improved routes for cyclists and pedestrians will have modified the lifestyle of residents and reduced the number and length of car journeys in the district. Furthermore there will be increased levels of recycling and increased use of renewable energy.

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

Strategic Objectives

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

- SO1 - Deliver the required level of housing in line with the emerging Regional Spatial Strategy
- SO2 - Provide a range of housing types and tenures with a particular focus on affordable housing to meet the needs of the local population

- SO3 - Regenerate Bromsgrove Town Centre to create a thriving market town
- SO4 – Provide sufficient opportunities for employment growth, particularly in knowledge based industries and high tech manufacturing whilst supporting rural diversification
- SO5 - Focus new development in the most sustainable locations in the district
- SO6 - Create a more integrated, sustainable and reliable public transport network across the district
- SO7- Promote high quality design of new developments
- SO8 - Protect and enhance the unique character and appearance of the historic built and natural environment throughout the district
- SO9- To protect and improve the countryside and the diversity of wildlife and habitats
- SO10 - Enhance the vitality and viability of local centres across the district
- SO11 - Encourage energy efficiency and the use of renewable energy in the District
- SO12 - Encourage recycling including waste, rainwater and building materials
- SO13- Conserve water supplies
- SO14- Respond to increased risks of flooding
- SO15 - Provide excellent and accessible health, education, culture and leisure facilities to meet the needs of Bromsgrove’s population
- SO16 - Promote active and healthy lifestyles and strive for excellence in education and culture

Links with the Bromsgrove Sustainable Community Strategy

Themes in the Sustainable Community Strategy	Local Area Agreements	Spatial Objectives in Core Strategy	Core Strategy Policies
Communities that are safe and feel safe	<ul style="list-style-type: none"> ● To reduce crime ● Reassure the public reducing the fear of crime ● Reduce the harm caused by illegal drugs ● Build respect in communities and reduce anti-social behaviour 	SO3, SO8, SO11, SO12	CP4, CP8
A better environment – for today and tomorrow	<ul style="list-style-type: none"> ● To reduce waste and increase recycling ● To have cleaner, greener and safer public spaces 	SO5, SO6, SO7, SO9, SO10, SO11,	CP1, CP4, CP5, CP6, CP9, CP11, CP16

Themes in the Sustainable Community Strategy	Local Area Agreements	Spatial Objectives in Core Strategy	Core Strategy Policies
	<ul style="list-style-type: none"> • To protect and improve Worcestershire's natural environment/biodiversity • Reduce the harm caused by illegal drugs • Build respect in communities and reduce anti-social behaviour 	SO12, SO13, SO14	
Economic Success that is shared by all	<ul style="list-style-type: none"> • To develop a vibrant and sustainable economy • To develop the economic structure • To improve the skills base of the local population • To ensure access to economic benefits 	SO3, SO4, SO11, SO12	CP1, CP3, CP5, CP7, CP8, CP16
Improving health and well being	<ul style="list-style-type: none"> • Reduce health inequalities • To increase life expectancy and reduce morbidity of adults • To improve the quality of life of older people with a limiting long term illness 	SO5, SO6, SO11, SO12, SO15	CP1, CP4, CP5, CP9, CP10, CP11, CP16
Meeting the needs of children and young people	<ul style="list-style-type: none"> • To improve access to and take up of integrated local preventative services • To develop inclusive communities by increasing the level of educational attainments • To increase participation in education and training • To improve the life chances of vulnerable children and young people through activity and positive contribution • To ensure that children and young people are protected from harm • To increase life 	SO1, SO2, SO5, SO6, SO11, SO12, SO15, SO16	CP4, CP9, CP10

Themes in the Sustainable Community Strategy	Local Area Agreements	Spatial Objectives in Core Strategy	Core Strategy Policies
	expectancy and reduce morbidity of children and young people		
Stronger communities	<ul style="list-style-type: none"> • Empower local people to have a greater choice and influence over local decision making and a greater role in public service delivery • To reduce income deprivation including child and pensioner poverty • To improve passenger transport, leading to improved accessibility and an increase in passenger numbers • To improve access to services • To increase opportunities for recreation, leisure and culture for all 	SO1, SO2, SO3, SO4, SO5, SO6, SO8, SO11, SO12, SO15, SO16	CP2, CP4, CP5, CP7, CP8, CP9, CP10, CP12, CP13, CP14, CP15, CP16

The work of the Local Strategic Partnership (LSP) in identifying key issues for the district in the Sustainable Community Strategy has helped to inform the spatial objectives in the Core Strategy. The responses to the issues and options consultations have also had a significant impact on the process. The implementation of the core strategy will put an emphasis on the delivery of the spatial objectives which will in turn help to deliver many of the Local Area Agreements within the Sustainable Community Strategy.

To provide a level of coherence and consistency the topic headings will build on the key issues identified within the Sustainable Community Strategy. The issues of 'meeting the needs of children and young people' and 'stronger communities' have been combined under the heading of 'meeting the needs of the community'. Whilst the issue of 'communities that are safe and feel safe' will form part of the topic entitled 'a better environment for today and tomorrow'. Each topic will focus on several key areas and a small number of broad strategic policies will enable the delivery of the vision for Bromsgrove in 2026. Due to their spatial nature there will inevitably be some overlap between the policy areas i.e some policies under certain headings will have relevance elsewhere. For example, although the biodiversity policy is found under the Improving Health and Well Being heading it could equally have

been found under the Protecting Natural and man-made assets heading. Where this obviously occurs, cross references have been included for the sake of clarity, however it is likely subtle overlaps will also occur and the plan should therefore be considered in its entirety.

Core Policies

A) A Better Environment For Today and Tomorrow

To be able to create a better environment for today and tomorrow, sustainable development needs to be an overarching aim in all policies and objectives throughout the core strategy. Sustainable development is a high priority on the Governments agenda demonstrated by the publication of a number of planning documents that contain some of the themes of sustainable development including of PPS1: Delivering Sustainable Development, Supplement to PPS1: Planning and Climate Change, PPS3 Housing, PPS9: Biodiversity and Geological Conservation, PPG13 Transport and PPS22: Renewable Energy.

There are a number of facets to sustainable development that need to be addressed and these include the use of renewable energy, recycling, water and waste management, the protection of the natural and built environment, designing attractive and safe communities where people will want to live and reducing the need to travel by private car.

Currently in Bromsgrove the usage of renewable energy is negligible and this needs to change to reflect national targets of achieving 10% of energy from renewable sources by 2010. Whilst the level of recycling is currently increasing, more can be done to reduce the level of waste that currently goes to landfill sites.

Bromsgrove is an attractive and desirable place with historic built form and swathes of beautiful countryside. It is essential that new developments reflect this by creating vibrant, attractive, accessible and safe places, where people will want to live, work and visit not only now, but also in the future.

All development proposals will therefore be assessed against the community's housing, economic and social requirements; protection and enhancement of the natural and built environment; minimisation of energy consumption; minimisation of the need to travel and the encouragement of the use of renewable energy. The use and development of land must therefore contribute to the pursuit of sustainable development and all development will need to:

- a) Make efficient use of land and existing infrastructure;
- b) Minimise the use of non-renewable energy sources, conserve scarce resources and encourage the use of sustainable resources
- c) Promote waste reduction and recycling including the reuse of construction materials;

- d) Incorporate sustainable drainage systems and have no adverse impact on water resources;
- e) Address the issue of flooding;
- f) Protect and enhance the quality of natural resources including water, air, land and biodiversity;
- g) Protect and enhance the historic character and the landscape of the District;
- h) Be accessible to all members of the community;
- i) Contribute to the health, social and economic well-being of the local population;
- j) Limit the need to travel by private motor vehicle and increase opportunities to undertake journeys by foot, cycle or public transport.
- k) Encourage distinctiveness, character, townscape and setting of settlements

CP1) Climate Change

Climate change is the greatest environmental challenge facing the world today. Rising global temperatures will bring changes in weather patterns, rising sea levels and increased frequency and intensity of extreme weather. Bromsgrove district needs to adapt to climate change (CP 6 Responding to Natural Forces) and to reduce the risk by reducing our contribution to the causes.

To reduce our contribution to the causes of climate change, our future energy policy must focus on the reduction in emissions of greenhouse gases. Climate change and its effects will be a primary consideration in the determination of development proposals. Development and service provision must seek to ensure that impact on natural resources is minimised and the potential use of renewable resources maximised. In November 2006 Bromsgrove District Council became a signatory of both the Worcestershire Climate Change Pledge and the Nottingham Declaration, thereby demonstrating its commitment to combating the affects of climate change and joining with other authorities in taking a stand against it. This committed the authority to looking to reduce its own emissions of greenhouse gases, and working with and encouraging local stakeholders to follow suit.

The West Midlands RSS phase 2 revision states that the region should aim to contribute as far as possible towards the achievement of the UK's legally binding target under the Kyoto Protocol to reduce greenhouse gas emissions by 12.5% below 1990 levels over the period 2008-2012 as part of a wider European Community Commitment and the UK's domestic goal to reduce emissions of carbon dioxide to 20% below 1990 levels by 2020.

The Region should aim to contribute as far as possible towards the achievement of the national energy target 10% of electricity produced from renewable energy by 2010 with an aspiration to double the renewables share of electricity between 2010 and 2020.

In 2000 the Region generated less than 0.1% of its consumption from renewable sources and had installed capacity to deliver some 30MW from combined heat and power. In both cases there is scope for major increases.

In Bromsgrove, a total of 1006 KT CO₂ was emitted just in the Bromsgrove district. Among the 1006KT, 592KT was from road transport, 239KT from domestic, 164KT from Industrial and Commercial and 10KT from Land-use change (Draft Planning for Renewable Energy in Worcestershire Technical Research Paper).

Potential energy resources in Bromsgrove include biomass, active solar systems, small scale hydro electricity schemes and energy from waste combustion and landfill gas subject to assessment of their impacts.

To be a greener District the Council will:

- a) Expect all development to reduce energy consumption by following the energy hierarchy: 1) reduce use of energy; 2) use energy more efficiently; 3) move to energy from renewable sources; and 4) use remaining fossil fuels cleanly.
- b) Expect all development (either new build or conversion) with a floor space of 1000m², or ten or more residential units to incorporate renewable energy production equipment to provide at least 10% of the predicted energy requirements.
- c) Encourage travel by public transport and development which seeks to reduce the need to travel by car;
- d) Require development to manage surface water runoff, by utilising Sustainable Urban Drainage Systems (SUDS) including for example storm water diverted to soakaways, water harvesting, green roofs, balancing ponds and so on. **Development in the floodplain should be resisted. The protection of watercourses in terms of their ability to convey flood waters should be upheld.**
- e) New developments will be expected to provide facilities and employ best practice technology to optimise the opportunities for, and convenience of recycling and minimising waste
- f) Encourage the use of recycled or locally sourced building materials;
- g) Encourage the use of sustainable construction techniques, design which conserves energy and equipment that achieves high energy efficiency standards
- h) Promote new industries and technologies that address climate change

i) Encourage the use of good quality combined heat and power systems and district heating schemes for developments.

However, environmental, economic and social criteria will determine the acceptability of proposals including;

- 1) impact on landscape, visual amenity and areas of ecological importance
- 2) impact on nearby residential accommodation and other occupiers
- 3) Traffic implications and proximity to transport infrastructure
- 4) The extent to which the proposals helps to achieve wider environmental benefits
- 5) How the proposal assists in achieving national targets of new electricity generating capacity from renewable sources.
- 6) Viability
- 7) **Proposals for renewable energy and energy conservation where appropriate in terms of scale, type and setting.**

CP2) Distribution of Housing

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

Development needs in the District will primarily be met through the re-use of previously developed land or buildings. When determining the location of new housing development the following hierarchy will be used:

- a) New housing development for local needs will primarily be located within the settlement boundary of Bromsgrove;
- b) Only housing development for proven local needs will be allowed in other settlements not in the Green Belt. The primary location for new development will be in the larger service villages shown on the Key Diagram;
- c) Additional land will be needed outside existing settlement boundaries to meet RSS targets. This growth will be delivered through the phasing of key strategic sites will be shown on the Proposals Map. If additional land is needed in the Plan period to 2026 it will only be released for development through the adoption of a Land Allocations Development Plan Document;
- d) In Green Belt villages, shown on the Key Diagram, affordable housing will be allowed where this is of an appropriate scale and there is supporting evidence to show that it will meet local needs.
- e) Redditch growth needs will be met in the broad strategic locations identified on the Proposals Map. A detailed study is underway that should establish the optimum location(s) in regional and local terms for this growth.

**** Update with White Young Green 2, SHLAA findings and results of Nathaniel Lichfield Partnership work**

CP3) Rural Regeneration

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. Proposals that support or encourage migration from major urban areas outside Bromsgrove District will be discouraged.

Proposals in rural settlements should demonstrate that they can satisfy one or more of the following criteria which may provide the very exceptional circumstances for development in a Green Belt location:

- a) The proposal supports the sustainable diversification and development of the rural economy through the growth of existing businesses and the creation of acceptable new enterprise including tourism and recreational uses;
- b) The proposal will lead to an improvement in the range and quality of services available to a rural community;
- c) The proposal does not unacceptably impact on the rural landscape.
- d) The proposal involves the provision of affordable houses in rural settlements where there is a proven local need. Development should be relatively small i.e a maximum of 10 dwelling units. The following list of settlements are deemed to be appropriate for consideration in Rural Exception terms:

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

CP4) Promoting High Quality Design

Development proposals in the District will need to demonstrate a high quality of design through layout, form, detailing and contribution to the character of an area. Particular attention will be given to the following;

- a) The creation of high quality townscapes and urban forms through building and landscape design which protect and reflect local character, culture and history but also promote urban areas as vibrant and desirable places to live;
- b) Design solutions that are appropriate to the particular qualities and attributes of a site and its surroundings through size, layout,

orientation, scale, massing and use of materials and architectural features.

- c) The incorporation of measures to reduce energy use by using sustainable construction techniques, building orientation, building design, recycled materials and quality materials to increase the lifespan of buildings;
- d) Design and layouts which reduce opportunities for crime and the fear of crime, disorder and anti-social behaviour and promote safe living environments;
- e) In rural areas building design that respects local and/or historic character.
- f) promote urban greenspace and planting to encourage biodiversity
- g) encourage SuDS to help offset the impacts of water pollution and surface water run-off.

CP5) Protecting Natural and man-made assets

The protection and enhancement of the landscape will be a primary consideration in the determination of planning proposals. Bromsgrove District is well known for its attractive Worcestershire countryside and its importance is acknowledged in Strategic objective 8. It makes a considerable contribution to the District in many ways for example;

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

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

- 1) Clent, Lickey and Waseley Hills
- 2) Open countryside, 91% of the District is classified as green belt, its landscape character, appearance and the best agricultural land
- 3) Statutory and local areas of wildlife and ecological value including SSSI's and SWS's.
- 4) The character of settlements and their immediate environs
- 5) Parks and gardens of historic interest
- 6) Land of Recreational and amenity value
- 7) Woodlands
- 8) The public Rights of Way network
- 9) Canals and rivers/streams

The process of landscape characterisation involves the gathering and assimilation of information relating to the six elements that define landscape character. Three of these – geology, topography and soils – relate to the physiographic character of the landscape, the other three – tree cover, settlement pattern and land use – relate to the cultural evolution of the landscape. To protect the landscape character of Bromsgrove, developments must be sympathetic and demonstrate that this issue has been addressed.

The district is diverse, attractive and has a real sense of history with 10 conservation areas and over 470 listed buildings spread across the district. These all contribute to distinguish Bromsgrove district from other areas. The Council will therefore seek the protection and, where appropriate, the enhancement of the wider historic landscape and all heritage assets such as statutory listed buildings, scheduled monuments, archaeological remains, locally listed buildings, conservation areas, registered parks and gardens, historic parks and gardens and their settings. **The Council will therefore:**

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

CP6) Responding to natural forces

As Climate Change will lead to increased frequency and intensity of extreme weather, priority will be given to development in areas of minimal flood risk, unless it can be demonstrated that development in a higher risk area can contribute to more sustainable development, as well as ensuring development includes appropriate provision for sustainable surface water runoff management measures.

The LDF can potentially make a significant contribution to protecting the community and the environment of Bromsgrove from the consequences of natural or other forces, such as flooding, air and noise pollution. Although the District was not severely affected by the serious flooding in 2007, the issue of flooding is a concern for the residents of the District. Watercourse protection and the management of flood risk will be a material consideration when determining planning applications. Only proposals for new development that has a low risk of flooding,

(define further in terms of flood zones 1,2 and 3?) and would not lead to greater water runoff or flooding elsewhere are acceptable. Measures that reduce runoff e.g. the use of SUDS for example, storm water diverted to soakaways etc, will be sought where appropriate.

Development and service provision must seek to ensure that communities and the environment are not adversely affected by the actions of natural or other forces. Proposals must take particular account of the need to:

- Ensure protection from and not worsen the potential for flooding;
- Mitigate development from the consequences of pollution i.e light, noise, soil, vibration, air or water.
- The design and orientation of buildings to maximise solar gain in winter. Increase tree cover through new planting and protect existing trees to provide shade in summer;
- Encourage the use of green roofs to increase biodiversity and contribute to the reduction in water run off.

**** include specifics coming out of Strategic Flood Risk Assessment and Water Cycle Study (Royal Haskoning)**

B) Economic Success that is shared by all

There is a certain imbalance in the level of wealth contained within the district in relation to the jobs available within the district. The average residence based earnings in the district are £25,925 whilst the average workplace based earnings are only £19,798. These figures suggest that there are an insufficient number of skilled jobs within the district and this therefore needs to be addressed. The wealth within the district can paint a misleading picture as there are pockets of deprivation which need to be addressed to help reduce the level of inequality in Bromsgrove.

There will be 2 main drivers of economic growth within the district with a focus on the regeneration of the town centre and an expansion of the high technology sector. The town centre regeneration has the potential to attract a variety of new firms and create a number of varied jobs whilst creating a more vibrant and lively town centre. The continued investment in the Central Technology Belt can help to create more highly skilled jobs giving the local population more choice in terms of employment opportunities.

CP7) Distribution of new employment development

Economic growth will primarily be focused on Bromsgrove Town, although this should have regard to urban biodiversity and the historic environment where applicable. Exceptionally employment may be permitted on the edge of the Town where there is evidence to suggest this is of wider economic and community benefit. Sites in other settlements may be permitted where this achieves a better balance between housing and employment and has the potential to reduce commuting. In particular the Local Development Framework will promote the following;

- a) New technology opportunities as part of the 'Central Technology Belt' and Longbridge;
- b) A range and choice of readily available employment sites to meet the needs of the local economy.
- c) Growth adjacent to Ravensbank Business Park to cater for Redditch employment needs as identified in Regional Spatial Strategy revision.
- d) Other optimum locations adjacent to Redditch that are deemed appropriate for employment will be identified in an on going study.

e) appropriate skills development and training as part of the promotion of employment sites.

**** update/amend with findings from Employment Land Review (Drivers Jonas)**

CP8) Retail and Town Centre Regeneration

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

The Council's vision is:

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

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

In line with PPS12 an Area Action Plan is being prepared for the Town Centre on the basis that Bromsgrove Town Centre represents an area where significant change/ conservation is needed and therefore an Area Action Plan is required in order to provide a planning framework to guide and promote future development.

However in relation to the wider scope of the Core Strategy it is envisaged that the function of the Town Centre will remain as the main focus for retailing facilities in the District. The Council will therefore continue to support proposals to strengthen its role and seek improvements and expansion of the Town Centre to meet the needs of Bromsgrove Town and its surrounding area.

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

In all cases development must comply with the other policies in the LDF and in particular should be sustainable in design in conformity with policies CP1, 4, 5, 7 and 9.

C) Improving Health and Well Being

It is important that people have the opportunity to make informed decisions about leading healthy lifestyles. Whilst Bromsgrove residents have a similar life expectancy to the national average, this is concerning when you consider the above average wealth and the predominantly rural nature of the district. This brings in question whether elements of the population have easy access to places where people can enjoy outdoor pursuits such as at the Lickey Hills and the Clent Hills. The quality of public transport within Bromsgrove needs to be improved as there has been an over reliance on the car for both work and leisure activities. The catalyst for the improvement should be the proposed new train station in Bromsgrove but giving people greater transport choice should also mean improving opportunities for walking and cycling. Whilst delivering greater transport choice is a start, increasing the awareness of the population in the benefits of leading a healthy lifestyle could potentially mean that the population will maintain active lives for longer and thus help to ensure the vitality and viability of local services.

The Local Development Framework, together with other plans and strategies, will seek to improve the health of those living and/or working in the District in the following ways;

- a) The provision of adequate open space to meet the needs of the local community;
- b) Provision of both indoor and outdoor sports and recreation opportunities at locations that are easily accessible to those without a car;
- c) Provision of new housing away from poor air quality locations.
- d) Encourage linkages between places for example by improving the provision of cyclist routes and facilities and providing high quality and safe pedestrian routes

CP9) Sustainable Transport

The Local Development Framework will deliver an improvement in accessibility by encouraging more sustainable means of travel. New developments will be assessed against the following criteria so as to ensure that there is a reduction in the need to travel and, where travel is necessary, an increase in the use of sustainable transport modes;

- a) Developments which generate significant travel demands must include transport assessments and should be located adjacent to existing or proposed public transport links;
- b) Developments which generate significant commercial movements should be located close to suitable rail freight facilities or roads designed and managed as traffic distributors;
- c) To support increased public transport usage only essential car parking will be allowed at new developments close to public transport interchanges;
- d) All new developments should be accessible by sustainable modes of transport including walking and cycling;

- e) All major developments should incorporate proposals to increase the scope for walking and cycling.

Public transport needs to be a convenient and efficient alternative to the private car in order to encourage more people to use it. Encouraging more rail travel is an effective way of reducing car journeys. The availability of car parking and cycling facilities at railway stations is important to encourage more people to switch from car to rail for at least part of their journey. Cyclepaths, footpaths, and bus connections to stations can make an effective contribution to enabling people to move through and around the District.

Bromsgrove District Council will work towards reducing the need to travel by car and deliver a sustainable transport network by working with Worcestershire County Council Transport Section and rail industry partners to secure a new and improved Bromsgrove Railway Station with adequate car parking and cycle facilities at the station and effective bus connections with Bromsgrove Town Centre.

CP10) Open Space and Recreation

The Local Development Framework will require the retention and enhancement of all public and privately owned open space of recreational and/or amenity value including allotments and green corridors. Provision will be required on new developments in accordance with standards published as part of the Local Development Framework. Development of existing recreational land and/or buildings and open space will not be supported unless it is no longer required or development secures satisfactory replacement or an improvement of provision (in the same catchment area? Or contribute to the improvement of the strategic green infrastructure network?). Proposals, which compromise the following criteria, are unlikely to be acceptable;

- a) Open land which contributes to the distinctive form and character of the settlement including views in or out;
- b) Open areas which provide a setting for locally important buildings or structures;
- c) Land which is used for formal or informal recreation and where its loss would result in a shortfall of recreational land;
- d) Land which has recognised biodiversity value and/or forms a 'green corridor' for wildlife.
- e) 'safe' open space, that incorporates safety by design in new projects or enhancements to existing sites.

Where the use of open space/open land is permitted there must be a net gain achieved through the provision of replacement open space and/or facilities in a location as close as possible to those which have been lost.

****Expand with results of PPG17 study (PMP) when available**

CP11) Biodiversity/geodiversity

The world is losing biodiversity at an ever-increasing rate as a result of human activity. In the UK we have lost over 100 species during the last century, with many more species and habitats in danger of disappearing, especially at the local level.

It is recognised that biodiversity provides our life support system, providing our food, clothing, building materials and medicines, purifying our air and water and fertilising our soils. Geodiversity comprises the variety of rocks, fossils, minerals, landforms and soils, and the associated natural processes that determine the landscape and character of our natural environment. However, geology has a significant influence on where habitats and species are found. The natural world provides us with space to relax away from work and home environment, having a positive affect on the quality of our life.

According to the Local Biodiversity Action Plan, species and habitats of particular relevance to Bromsgrove districts are: water vole, bats, hay meadows, acid grassland, veteran trees, canals and urban greenspaces.

The Local Development Framework will:

- positively promote and require developments to demonstrate their support of existing biodiversity,
- protect habitats from adverse impacts
- improve the biodiversity of the area by restoring or re-creating locally characteristic habitats and improve the green networks.

D) Meeting the Needs of the Community

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

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

CP12) Type, Size and Tenure of Housing

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

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

National and regional guidance seeks to ensure that a mix of different housing types is achieved across the plan area to meet the needs of the community. Household needs within Bromsgrove District are varied and include singles, couples, families, young and the elderly. There are also various households with special needs including those with physical disabilities, learning difficulties, mental health problems and sensory disabilities. Other household needs include various vulnerable groups requiring supported accommodation, black or minority ethnic groups, and travelling populations. Household sizes to address these needs range from 1-bed to 4/5-bed properties, and the types and style of accommodation will include a diverse mix of flats, houses and bungalows.

However a recent Housing Market Assessment identified that Bromsgrove will have a projected growth of 7300 households by 2026. In line with national trends Bromsgrove has an ageing population and the majority of this growth is predicted to be in middle aged (975) and pensioner households (4,800). There is also a requirement for an additional 1575 households for those aged over 85 and 150 households for younger households (aged under 29). On this basis the table below identifies that the greatest demand is predicted to be for 2 bedroom properties, many of which will need to be suitable for people of retirement age.

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

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

Bromsgrove has an over supply of large 4 and 5 bedroom homes and redress this balance there needs to be a dramatic change in building patterns across the district to provide alternatives to the increasing pensioner population who live in family homes. To ensure mixed and vibrant communities are created there will need to be a focus on delivering the following housing types:

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

There will also need to be a mix of tenures including market housing units for sale, low cost market housing, and affordable rented and shared ownership housing units for those households in some form of housing need. Approximately only 14.5% of dwellings in the district are social rented meaning that demand currently outstrips supply.

The council will also seek to ensure that the best use is made of land in the borough by seeking minimum housing densities of 30 dwellings per hectare.

Higher densities in excess of 50 dwellings per hectare will be sought in locations close to the town centre and accessible by a range of means of transport.

CP13) Accommodation for Gypsies, Travellers & Showpeople

The recent Gypsy and Travellers Accommodation Assessment has identified that no additional pitches are required in the Bromsgrove District in the 5 year period between 2008 and 2013. If circumstances change or a greater demand is identified after 2013, 4 additional pitches can be potentially be accommodated at the existing Wythall site. Space for the additional pitches would come from converting the transit site which has not been used for 17years. If this is insufficient additional sites to cater for both Redditch and/or Bromsgrove needs will be assessed using the following criteria:

1. Safe and convenient vehicular and pedestrian access to the site should be provided.
2. The site must be large enough to provide for adequate on site facilities for parking, storage, play and residential amenity.
3. The site should be well located on the highway network with ease of access to public transport facilities.
4. Safe and convenient access to schools and local facilities via public transport where possible
5. The site should not be detrimental to amenities of adjacent occupiers.
6. Adequate levels of privacy and residential amenity for occupiers should be provided.

CP14) The Scale of New Housing

The Local Development Framework will manage the release of housing land to ensure that the housing requirements for the District as identified in the West Midlands Regional Spatial Strategy are met. The RSS Phase 2 Revision identifies a need for an additional 2100 dwellings to be provided in the District up to 2026. A trajectory of how this level of growth can be delivered throughout the plan period is shown in Appendix A.

The Phase 2 Revision of the RSS identifies Redditch as a Settlement of Significant Development (SSD) with a projected need for 6600 dwellings in a corresponding period. Since Redditch does not physically have the capacity to accommodate such growth within its boundaries, the adjoining districts of Stratford Upon Avon and Bromsgrove are identified as locations where this shortfall will be allocated. Each District will therefore be called upon to identify locations for growth equating to 3300 dwellings adjacent to the boundary of Redditch including an element of corresponding employment land. Figure 1 identifies when the growth for both Bromsgrove and Redditch needs will be delivered across the plan period. The growth for Redditch needs will be delivered in the later half of the plan period allowing Redditch to deliver housing with their district first.

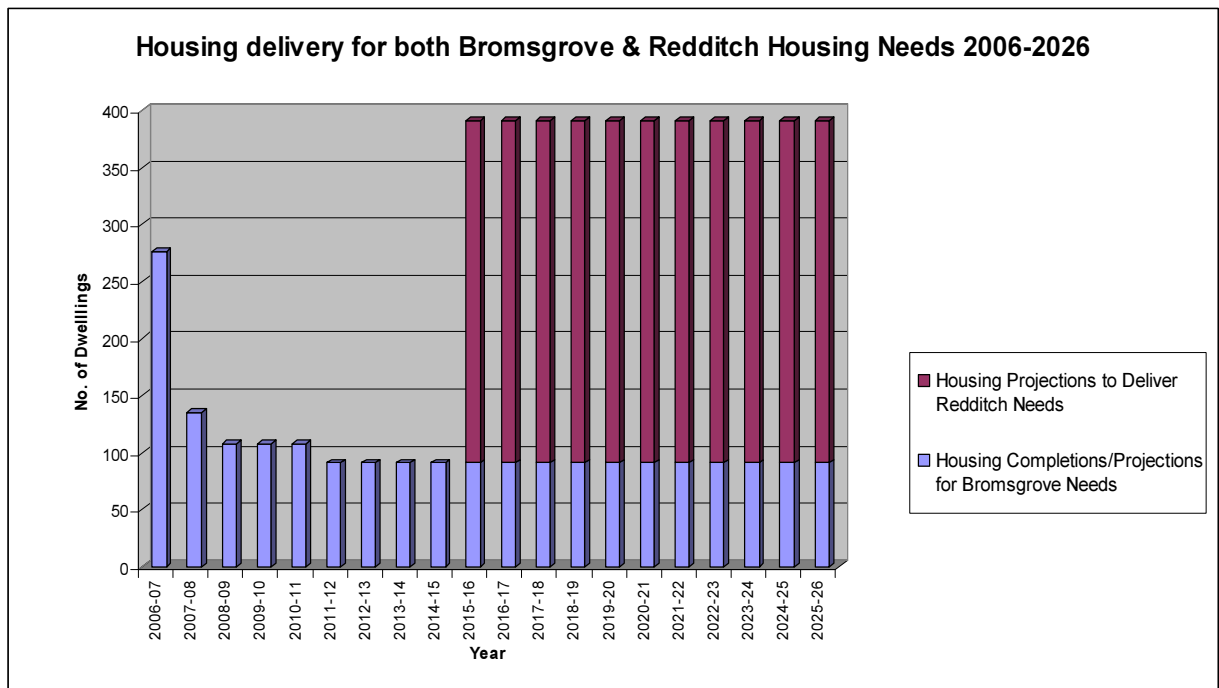


Figure 1: Delivery of RSS Preferred Option Figures across plan period

A study will be commissioned to identify the optimum locations to accommodate this growth. Bromsgrove land adjacent to the boundary of Redditch is all classified as green belt land. The strategic location of such growth is indicated on the key diagram.

Housing targets within the RSS revision are currently subject to further examination and are likely to be revised.

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

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

It is anticipated that the housing allocation for Bromsgrove outlined in the RSS Phase 2 revision can be met by the development of brownfield sites and with the potential release of some ADR land if there is a shortfall.

Need to include information on capacities/ phasing of ADR release?

Update with White Young Green 2 and Nathaniel Lichfield Partnership findings

CP15) Affordable Housing

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

The Council together with other partners will seek to increase the annual provision of affordable housing to reduce the level of un-met annual need. It will endeavour to do so through the creation of mixed communities where a range of housing types and tenures is available. Proposals for affordable housing will be considered against the following criteria:

- a) Affordable housing should contribute towards or match the needs identified through housing surveys;
- b) Affordable housing will be provided in Bromsgrove Town on all large sites with a capacity in excess of 10 dwellings or 0.4ha;
- c) On all housing sites in the urban areas of Alvechurch, Barnt Green, Bromsgrove (including Lickey End) Catshill (including Marlbrook), Grimes Hill, Drakes Cross and Hollywood, Hagley and Rubery, a proportion of affordable housing will be sought on all sites equal to or over 0.4 hectares or 10 dwellings.
- d) For settlements where the population is 3000 or less the threshold will be reduced to 5 dwellings or all sites equal to or over 0.2 hectares.
- e) On both rural and urban sites the minimum target that 50% of all new dwellings are affordable units will apply.
- f) 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;
- g) Where proposals accord with detailed guidance contained in the Affordable Housing SPD produced as part of the Local Development Framework.

CP16) Sustainable Communities

Proposals for development should secure an improved balance between housing, employment and community facilities in settlements. In addition,

adequate infrastructure should exist or be provided to support new development at the time of construction with an emphasis on public transport and green travel. The following criteria will be used to minimise the effects of land use change and infrastructure provision;

- a) Development must not lead to the loss of essential local facilities such as shops, health facilities and employment (e.g. conversion of remaining facilities to alternative uses will only be permitted where special circumstances can be demonstrated);
- b) An increase in population resulting from new housing will require an appropriate contribution from developers towards improved local facilities. Amongst other requirements this could include health care, education, affordable housing and sustainable transport schemes.
- c) Provisions for safety by design should be incorporated in any new development.
- d) Developments should include adequate access to greenspace (see CP 10)
- e) New development should take into account sustainable water

The principle of securing developer contributions towards infrastructure, to mitigate against the impact of development is a well established process. The Government have introduced provisions within the Planning Bill to establish a Community Infrastructure Levy (CIL) which is likely to become operational in Spring 2009. It is envisaged a standard charge would be levied on all new development.

Next Steps

Participation on Preferred Options

Consultation is anticipated on the Core Strategy 'Preferred Options' in October/ November 2008. It will be made clear that the Council is not committed to the provisions set out in the document and that the consultation period represents an opportunity for all stakeholders to respond with comments and alternatives.

In the light of representations at this stage, the Council may wish to review its proposals before producing a final document.

Submission, Examination and Review

A final version of this document will be produced as a 'Submission Document' to be submitted to the Secretary of State for independent examination. It is anticipated that this final version of the Core Strategy will be published in 2009. At that time regulations require that notice of a six-week period for formal representations is given. Only those parties making representations during this period will have the right to have their objections considered at any subsequent examination.

6.4 An examination of the Core Strategy is anticipated commencing2009. This examination will test the soundness of the Plan and

consider representations. The Inspector, appointed by the Secretary of State to conduct the examination, will produce a report with recommendations that will be binding on the Council. Once changes have been incorporated the Council will then adopt the Core Strategy as a formal development plan document which then becomes part of the Local Development Framework for the District.

Implementation and Monitoring

The preparation of any plan should not be seen in isolation and as a once and for all activity. It is vital that the plan is checked to see if it is being implemented correctly, to make an assessment of outcomes and to check if these outcomes remain as intended and are still relevant. The Core Strategy will ultimately be one of several policy documents where changes will be needed to ensure local policy remains consistent with national and regional changes.

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.

A key component of this process is the Annual Monitoring Review (AMR). This is submitted to Government at the end of December every year and reflects activity in the previous financial year. It looks at how policies are working in practice; how policies are being implemented; how plans affect socio-economic indicators and how the work programme is progressing.

Therefore in order to deliver the LDF it is important that a clear and concise monitoring framework is developed, which it is acknowledged is likely to evolve over time in order to be responsive to changing circumstances. This will provide guidance on who is responsible for implementing policies and proposals, by when and the resources that will be required. It is also recognised that the implementation of the LDF will be dependant upon the active participation, commitment and contribution from relevant stakeholders representing varying backgrounds and sectors.

Work has progressed, sometimes at a sub-regional level, to analyse and plan for future changes in the District. This has involved gathering baseline data to realistically plan and cater for the future needs of the District and involved undertaking discussions with service providers, other Local Planning Authorities and government agencies. Such joint working at this sub-regional level ensures that administrative boundaries do not obstruct strategic planning objectives and also that a consistent approach is maintained, thereby often ensuring that Regional objectives for growth are met.

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.

CORE STRATEGY – PERFORMANCE INDICATORS

Core strategy policy	Main agency	By when	Resources Implications	Target/indicator
CPI- Climate Change	Landowners, developers, research establishments, BDC, Householders	Ongoing		Decrease in CO2 emissions Decrease in average electricity consumption per household/ year in line with Government targets % of new developments with energy efficient design Number of new developments with on-site renewable energy Number of bus and rail travellers % of people usual method of travel Number of trips made by public transport Proportion of new housing within 30 minutes by public transport from key facilities Proportion of development within 800 metres/13 minutes walk from hourly bus service Number of noise related complaints Vehicle flows through urban areas Number of new AQMA's declared % waste recycled per year

				<p>Household waste collection</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>Area of contaminated land</p> <p>Number of new trees planted and those lost</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>
CP2 -distribution of New Housing	Housebuilders. Partners, RSL's, BDC	Ongoing		<p>% of new development within Bromsgrove</p> <p>% of new development in the Green Belt</p> <p>% of new development within an ADR</p> <p>% of affordable housing provided which meets local needs</p>
CP3- Rural regeneration	Developers. Partners, Business			No of rural regeneration schemes underway
CP4- Promoting High Quality Design	All promoters of development. Partners, local community, BDC	Ongoing		<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>
CP5- Protecting Natural and Man made resources				% of total land use under landscape designation

				<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 scheduled ancient monuments</p> <p>No of planning applications for work on Listed buildings or in Conservation areas</p> <p>% of planning permissions granted in the Green Belt</p> <p>% of planning permissions affecting areas of recognised landscape value</p> <p>No of buildings on local list of architectural merit which have been lost</p> <p>No of visitors to heritage sites</p> <p>No of new conservation areas declared or extensions to existing ones</p> <p>Proportion of Conservation Areas with Character Assessments completed</p>
CP6- Responding to Natural Forces				<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>
CP7-Distribution of new employment				<p>No of new technology companies locating within Bromsgrove Technology Park</p> <p>% of new employment</p>

				<p>within Bromsgrove Town</p> <p>% of new employment in other settlements</p> <p>% of school leavers attending Higher Education</p> <p>Proportion of population educated to degree level or higher</p> <p>16 year olds with no qualifications</p> <p>Access to primary schools and secondary schools</p> <p>% of unemployment</p>
CP8-Retail and Town Centre Regeneration	Developers, Partners, Landowners, BDC, Businesses			<p>Adoption of Town Centre AAP</p> <p>No of initiatives completed within TC AAP</p> <p>% of new retail, residential, leisure and commercial development within the Town centre</p> <p>Town Centre vacancy rates</p>
CP9-Sustainable Transport	Public Transport operators/providers, private individuals, WCC, BDC, partners, developers, AWM			<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> <p>Life expectancy comparison statistics</p> <p>% of residents with limiting long term illness</p> <p>% of population describing their health</p>

		2010	Multi funded project by Network Rail, AWM, S106 agreements, Worcestershire County Council, BDC etc	as good Development of new Bromsgrove station
CP10- Open Space and recreation	BDC, developers, Sport England, private leisure operators			No of parks and areas of recreation space Proportion of eligible open space maintained to "green flag" standard Proportion of residents satisfied with quantity and quality of open space and recreational facilities % of allotments lost to development % loss of recreational land and/or buildings lost to development
CP11- Biodiversity/Geodiversity				% of SSSI's in favourable condition No of species becoming extinct No of new species discovered Proportion of BAP targets achieved No of SWS's No of planning permissions incorporating enhancements to biodiversity/geodiversity
CP12- The Scale of New Housing	Housebuilders, RSL's, other partners, BDC			Net additional dwellings for current years % of development on PDL
CP13- Affordable housing	Housebuilders, RSL's, other partners, BDC			No. of affordable houses completed Proportion of affordable housing achieved by area/settlement No. of affordable

				housing schemes completed through exception schemes % of sites with 100% affordable housing
CP14- Sustainable Communities	Developers, BDC, operating agencies, partners			Proportion of local facilities threatened, but closure avoided Access to key facilities, Post Office, GP, schools, Higher Education etc

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

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District of Bromsgrove Housing Trajectory using RSS Preferred Option Figures 2006-2026

