A Guide To Policies

District Wide Policies Page No.

District Strategy

DS1	Green Belt designation	7
DS2	Green Belt development criteria	7
DS3	Main locations for growth	8
DS4	Other locations for growth	9
DS5	Village envelope settlements	9
DS6	Locations in the Green Belt	9
DS7	Premium Industrial Sites	10
DS8	Areas of Development Restraint	10
DS9	Protection of designated environmental areas	11
DS10	Environmental Assessment	11
DS11	Planning Obligations	11
DS12	Renewal of Planning Permissions	12
DS13	Sustainable development..	12
DS14	Enforcement	13
DS15	Public Art	13

Housing

S1	Housing land to meet Structure Plan requirements	14
S2	Housing site allocations ..	14
S3	Windfall policy	14
S4	Monitoring of housing sites	15
S6	Special needs in housing	15
S7	New dwellings outside the Green Belt	15
S8	Plot sub-division	16
S9	New dwellings in the Green Belt	16
S10	Extensions to dwellings outside the Green Belt	17
S11	Extensions to dwellings in the Green Belt	17
S12	Replacement of dwellings in the Green Belt	18
S13	Sub-division of dwellings in the Green Belt	18
S13A	Changes of use of dwellings in the Green Belt.	19
S14	Range of housing types and tenures	20
S15	Affordable housing in urban areas	20
S16	Affordable housing in Green Belt areas	22
S17	Caravan/Mobile home sites	23
S18	Gypsies	23
S19	Incompatible land uses	23

Shopping

S20	Main shopping location	25
S21	Out-of-town shopping	25
S22	Local shopping facilities in new developments	26
S23	Shopfront enhancement	27
S24	Retention of traditional shopfronts	27
S24A	Original features on shopfronts	27
S25	New shopfronts	27
S26	Shopfront fascias	27
S27	Standards of fascia design	27
S27A	Projecting signs	27

S27B Design and materials in Conservation Areas 27

Community Facilities

S28 New and enhanced community facilities 29
S29 Access for the disabled 29
S31 Development at educational sites 29
S32 Loss of private playing fields 30
S33 Mobile classrooms 30

Conservation

S35 Proposed new and extended Conservation Areas 31
S35A Development in Conservation Areas 31
S36 Design of development in Conservation Areas 32
S37 Demolition in Conservation Areas 32
S38 Protection of buildings of merit 32
S39 Alterations to Listed Buildings 33
S39A Demolition of Listed Buildings..... 33
S41 Listed Buildings in shopping areas 33
S42 Shopfronts in Conservation Areas 33
S43 Traffic calming schemes 34
S44 Reinstatement of features of Conservation Areas 34
S45 Improvements to Conservation Areas 34
S46 Areas of Special Advertisement Control 34
S47 Advertisement control 34
S48 Historic parks and gardens 35

Landscape

C1 Designation of Landscape Protection Areas 36
C4 Criteria for assessing development proposals 36
C5 Submission of landscape schemes 37
C6 Sites for environmental improvements 37

Nature Conservation

C9 Development affecting SSSI's and NNR's..... 38
C10 Development affecting SWS's and LNR's 38
C10A Development affecting other wildlife sites. 38
C11 Statutorily protected species and habitats 38
C12 Wildlife corridors.. 39
C16 Effect of infrastructure development on the landscape 39

Woodlands

C17 Retention of existing trees 40
C18 Retention of woodlands 40
C19 Tree Preservation Orders 40

Agriculture

C20 Protection of high quality agricultural land 41
C21 New agricultural dwellings 41
C22 Siting of new agricultural dwellings 41

C23	Additional dwelling units on farms	42
C24	Removal of agricultural occupancy conditions	42
C25	Agricultural workers temporary accommodation	42
C26	Siting of temporary accommodation	42
C27	Re-use of existing rural buildings	43
C27A	Removal of permitted development rights	43
C27B	Residential and commercial re-use of rural buildings	43
C27C	Extensions to converted buildings	44
C29	Conversion of Listed Buildings	44
C30	Twelve month limit for re-use of buildings	45
C30A	New agricultural buildings	45

Farm Diversification

C31	Farm diversification schemes	46
C32	Criteria for assessing farm diversification schemes	46
C33	Farm shops	47
C34	Horticultural nurseries	47
C35	Garden centres	47

Archaeology

C36	Preservation of archaeological resources	48
C37	Excavations around archaeological remains	48
C38	Development criteria for archaeological sites	48
C39	Site access for archaeologists	49

Employment

E1	Employment land to meet Structure Plan requirements	50
E2	Employment land for Redditch-related needs	50
E3	Employment land for remainder of District	51
E4	Extensions to existing commercial uses	51
E6	Inappropriate land uses in employment areas	52
E7	Development briefs for large sites	52
E9	Criteria for new employment development	52
E10	Retail or recreation uses on employment land	53
E11	Signing in industrial estates	53

Transport

TR1	The road hierarchy	54
TR2	Safeguarding of land for future road proposals	54
TR3	Development adjacent to major highway junctions	55
TR4	Motorway Service Areas	55
TR5	Railhead connections	55
TR5A	Railfrieght.	56
TR6	Traffic management schemes	56
TR8	Off-street parking requirements	56
TR9	Making-up of roads to adoptable standards	56
TR10	Car parking provision for disabled motorists	57
TR11	Access and off-street parking	57
TR12	Reduced car parking standards	57
TR13	Alternative modes of transport	57
TR15	Car parking at railway stations	58
TR16	Cycle routes	58

Recreation

RAT1	Recreational use on lower quality agricultural land	59
RAT2	Recreational development criteria in the Green Belt	59
RAT3	Indoor sport development criteria	60
RAT4	Retention of open space	61
RAT5	Provision of play space	61
RAT6	Open space provision in new residential developments	62
RAT7	Sports halls standards	63
RAT8	Dual use facilities	64
RAT9	Development on land for allotments	65
RAT11	Potential for informal recreational facilities	65

Rights Of Way

RAT12	Support for public rights of way	66
RAT13	Stopping-up rights of way	67
RAT16	Equestrian activities	67
RAT17	Stabling	67
RAT19	Safeguarding commons and greens	68
RAT20	Re-use of mineral workings for recreational activities	68
RAT21	Golf courses	69

Tourism

RAT22	Tourism schemes	71
RAT23	Promotion of tourism	72
RAT24	New hotels	72
RAT25	Extensions to hotels	73
RAT26	Conversion of buildings to hotels	73
RAT27	Self-catering accommodation	74
RAT28	Farm-based accommodation	74
RAT29	Static holiday caravan sites or chalets	75
RAT30	Caravan storage	75
RAT33	Visitor facilities	75
RAT34	Tourist potential of canals	75
RAT35	Coach/Bus parking facilities	76

Environmental Services

ES1	Protection of natural watercourse systems	77
ES2	Restrictions on development where risk of flooding	77
ES3	Sewerage systems	78
ES4	Groundwater protection	78
ES5	Sewerage treatment facility provision	78
ES6	Use of soakaways	78
ES7	Sites suspected of contamination	79
ES8	Development near hazardous sites	79
ES9	Undergrounding of supply cables	79
ES11	Energy efficiency in buildings	80
ES12	Provision of recycling facilities	80
ES13	Development of telecommunication facilities	80
ES14	Development near pollution sources	81
ES14A	Noise sensitive development.	81
ES15	Renewable energy..	81

ES16 Landfill..... 81

Area Policies **Page No.**

Alvechurch

ALVE2 Development within Alvechurch shopping area..... 83
ALVE3 Provision of additional off-street parking near station 83
ALVE4 Site for open space and water recreation 83
ALVE5 Density restrictions. 84
ALVE6 Area of Development Restraint:
Land adjacent to Crown Meadow.. 84
ALVE7 Area of Development Restraint:
Land north of Rectory Lane.. 84
ALVE8 Area of Development Restraint:
Land south of Rectory Lane.. 85

Barnt Green

BG1 Development within Barnt Green shopping area 86
BG2 Station Approach development site 86
BG3 Improvements to car parking provision 86
BG4 Retention of character of area.. 86

Belbroughton

BEL1 Village Envelope 88

Beoley

BE1 Village Envelope 89
BE2 Site for play area 89
BE3 Area of Development Restraint: Ravensbank. 89

Blackwell 90

Bournheath

BOUR1 Village Envelope 91

Bromsgrove

BROM1 Residential development site - Oakalls/Slideslow 92
BROM5 Area of Development Restraint: Barnsley Hall 92
BROM5A Area of Development Restraint:
Land at Perryfields Road East..... 92
BROM5B Area of Development Restraint:
Land at Perryfields Road North.. 93
BROM5C Area of Development Restraint:
Land adjacent to former Wagon Works..... 93
BROM5D Area of Development Restraint:
Land at Perryfields West. 93
BROM5E Area of Development Restraint:
Land at Church Road, Catshill. 93

BROM5F Area of Development Restraint: Land at Whitford Road 94
BROM6 Employment development site: Stoke Prior 94
BROM7 Employment development site: Sherwood Road, Bromsgrove 94
BROM8 Employment development site: Buntsford Hill (Phase 2) 94
BROM8A Employment development site: Buntsford Hill (Phase 3).. 94
BROM9 Rezoning to residential use: Willow Road 94
BROM10 Waste transfer station site: Aston Fields 95
BROM11 Town Centre Zone 95
BROM12 Primary and secondary shopping areas 95
BROM13 Development in primary shopping area 95
BROM14 Development in secondary shopping area 96
BROM16 Amalgamation of shop units..... 96
BROM17 Redevelopment of the Market Hall Area 96
BROM18 Improvements to shopping environment 96
BROM19 Development of alleyways and town courts 97
BROM22 Improvements to the shopping environment 97
BROM23 Development in Catshill shopping area 98
BROM24 Development in Aston Fields shopping area 98
BROM25 Improvements in access to Police Station 98
BROM26 Site for tree nursery: Round Hill Allotments 99
BROM28 Play area and open space 99
BROM29 Churchfields open space 99
BROM30 Avoncroft Museum 100
BROM31 Bromsgrove railway station car park 100
BROM32 Strategic Open Space..... 100

Burcot

BUR1 Village Envelope 101

Clent

CL1 Village Envelope 102

Cofton Hackett

CH1 Environmental improvements at Rednal..... 103

Fairfield

FAR1 Village Envelope.. 104

Finstall

FIN1 Village Envelope 105
FIN3 Site for open space: Penmanor 105
FIN4 Site for open space: Heydon Road 106

Frankley

FR2 Site for open space 106
FR3 Sites for play areas - various 106
FR4 Area of Development Restraint: Land off Egghill Lane. 106

Hagley

HAG1 Area of Development Restraint: Sewage Works 107
HAG2 Area of Development Restraint: Kidderminster Road South..... 107
HAG2A Area of Development Restraint: Land at Algoa House. 107
HAG2B Area of Development Restraint Land South of Kidderminster Road 107
HAG3 Development in Hagley shopping area..... 107
HAG5 Wildlife site designation ……108

Holy Cross

HOL1 Village Envelope 109

Hopwood

HOP1 Village Envelope 110

Romsley

ROM1 Village Envelope 111
ROM2 Site for play area: Land off Dark Lane 111

Rowney Green

ROWI Village Envelope..... 112

Rubery

RUB2 Development in Rubery shopping area 113
RUB4 Residential development site: Whetty Lane 113
RUB5 Site for play area: Land off New Inns Lane 113

Tardebigge

TARD1 Site for recreation /leisure purposes 114

Wythall

WYT1 Retention of shopping areas 115
WYT2 Wildlife area: Beaudesert Road 115
WYT3 Nature Reserve: Sycamore Drive 115
WYT4 Rationalisation of bus museum encouraged 115

WYT5	Recreation development at Wythall Park	116
WYT6	New sports pitches	116
WYT7	Site for playing fields: Walkers Heath	116
WYT8	Site for recreational use: Shirley Quarry	116
WYT9	Site for open space: Falstaff Avenue	116
WYT10	Park and Ride facilities at Wythall railway station	117
WYT11	Site for new church: Silvermead School	117
WYT13	Gypsy caravan site	117
WYT14	Deleted	117
WYT15	Area of Development Restraint: Land off Selsdon Close, Grimes Hill	117
WYT16	Area of Development Restraint Land at Bleakhouse Farm	117

Appendices Page No.

APP1	Environmental Statement	118
APP2	Green Belt Changes	125
APP3	Village Envelopes	131
APP3A	Areas of Development Restraint	133
APP3B	Areas of Development Restraint Explanation	134
APP4	Housing Land Allocations	137
APP5	Housing Land Position at April 1999	138
APP6	The Calculation of Windfall Sites	139
APP7	Conservation Areas in Bromsgrove District	141
APP7A	Historic Parks and Gardens	142
APP8	Landscape Protection Areas	144
APP9	Sites of Special Scientific Interest	145
APP10	Scheduled Ancient Monuments	146
APP11	Special Wildlife Sites	147
APP12	Employment Land Allocations	150
APP12A	Employment Land Commitments	151
APP12B	Windfall Employment Sites & Methodology	152
APP13	Employment Land Position at April 1999	154
APP14	Outdoor Playing Space Standards & Provision	155
APP15	District Council operated Allotments	158
APP16	Commons & Greens	159
APP17	Car Parking Standards	160

Background

This document is the Adopted Bromsgrove District Local Plan. It is the final version of the Plan incorporating the majority of the Inspectors' recommendations from two public local inquiries. The Plan was adopted on 13th January 2004.

It should be noted that the Plan has been updated where practical to reflect changes taking place since it was first published. This follows in principle the recommendation of the Deposit Draft Inquiry Inspector to update the document to April 1994. The base date for the statistics and details contained in the plan is April 2002.

Users should be aware that all major housing allocations are either complete or under construction. Where sites have been completed the policies have also been deleted; where they were still under construction at April 2002, the site is still shown on the Proposals Map but the changed status of the site is referred to in the appropriate policy.

The Proposals Map

The 1:25,000 scale Proposals Map comprises 6 x A3 sized sheets presented in an A3 folder with A3 and A4 inset Maps at a scale of 1:5,000. A separate indicative A0 sized Summary Map has also been produced at a scale of 1:25,000. This Map incorporates all allocations and policies on one map. This Summary Map does not form part of the Proposals Map for the District.

Introduction

Introduction

1.1 Bromsgrove District Council resolved in July 1990 to prepare a local plan covering its entire administrative area. The Bromsgrove District Local Plan provides detailed policies and proposals to assist in guiding development and land use change throughout the District. Together with the relevant policies of the adopted Worcestershire County Structure Plan 2001 the District Local Plan will establish planning policy for the area. Although now time expired this plan establishes for the first time detailed Green Belt boundaries and as the Local Plan Inspector (2002) states in para 1.2.3; "It is vitally important to see the process through to the end".

1.2 The Local Plan has been prepared under the Town and Country Planning Act 1990 as amended by the Planning and Compensation Act 1991. It is the first statutory local plan to cover all parts of Bromsgrove District including Bromsgrove town. Relevant policies taken from the existing local plans for Wythall, Belbroughton and Hagley/Clent have been incorporated as appropriate into this Plan and these latter documents have been superseded by the adoption of this Plan.

1.3 The Local Plan seeks to enhance the strategic planning framework established in the County Structure Plan by setting out in detail the policies against which the District Council will consider and examine proposals for development.

1.4 The Local Plan forms the basis for decision making on planning issues. In directing growth and investment the Plan will assist in achieving a balance between necessary development and the protection of the environment, in particular, areas of high landscape value and the Green Belt.

1.5 In most instances the implementation of policy and proposals will be carried out through the development control process with the private sector likely to generate a majority of schemes. Providing proposals are compatible with the general provisions of this Plan a planning consent will normally be forthcoming.

1.6 In specific instances where a large or difficult site is involved the District Council may wish for detailed guidelines in the form of a development brief to be prepared in advance of the submission of a planning application. The District Council will also review and publish guidelines on a range of topics to inform developers and landowners of the Council's requirements.

The District

2.1 Bromsgrove District is one of three local authorities in the north of Worcestershire. The District abuts the West Midlands conurbation and this location has meant continued pressure from the development industry for new sites to satisfy housing, employment and associated land demands.

2.2 In Bromsgrove development pressures have become increasingly apparent in recent years with major improvements, proposed or implemented, to the highway network. These have included the extension and completion of the M42 and M40 motorways, the widening of the M5 and the possibility of a further road link to the west of the conurbation serving the Black Country and forming one of the last links around the conurbation.

2.3 The improvement in access, the position of the District adjacent to one of the country's major manufacturing centres and the inherent benefits of a central location in the UK motorway network has meant that the District has become more attractive to businesses considering expansion, relocation or establishing for the first time.

2.4 Although close to the centre of Birmingham the District remains predominantly rural protected in large measure by extensive Green Belt designation. Approximately 90% of the District lies in the Green Belt. This forms part of the wider West Midlands Green Belt which has existed for some 50 years. An attractive environment makes it a popular location in which to live and there is a high level of commuting to a variety of work locations.

The Planning and Environmental Context

3.1 The Draft Local Plan was prepared prior to guidance on environmental appraisal becoming available through PPG12. Consequently the District Council formulated draft Plan policies using its own environmental criteria. Since the publication of the previous PPG12 in February 1992 the District Council has undertaken an environmental appraisal that has been systematically applied to the environmental implications of all policies in the Local Plan. This has been done using the advice given in the Department of the Environment's "Guide to Policy Appraisal" published in 1991.

3.2 Environmental considerations include the traditional subjects such as Green Belts, landscape quality, nature conservation, the built heritage and pollution control together with newer environmental concerns such as global warming, recycling and energy efficiency. PPG12 advises that conservation and development should not be seen as necessarily in conflict and that it is the role of land use policies to weigh and reconcile priorities in the public interest.

3.3 The provision of housing and employment land and a safe and efficient transport system are just as important to enhancing the quality of life as preserving the Green Belt, conserving our cultural heritage and making provisions for recreation and tourism.

3.4 The District Council therefore has a key role to play in environmental protection and provision of sustainable development in co-ordination with those managing public utilities, agencies promoting development and voluntary organisations. The District Council will therefore apply the policies of the Local Plan, through the planning system, having specific regard to the protection of the physical environment. It will have the objective of working towards sustainable development, and will seek significant environmental improvements for this and future generations. This will be achieved chiefly through the implementation of policies for land-use allocation, energy efficiency, pollution control, recycling, urban renewal, rivers and drainage.

Land Demand versus Environment

4.1 This Deposit Plan has been prepared in general conformity with the Hereford and Worcester County Structure Plan 1986 – 2001, which is reflected on the policy base throughout this Plan. However as a result of the Proposed Modifications (July 2000) and Further Modifications (April 2003), some of the policy base has been modified to reflect the Worcestershire County Structure Plan (WCSP) 1996-2011. Reference in this Plan to the County Structure Plan relates solely to the Hereford and Worcester County Structure Plan (HWCSP) June 1993. Policies of this Plan and the current Worcestershire Structure Plan (1996-2011) form the Development Plan for the area.

4.2 The Structure Plan identifies the general scale of new housing and employment land required for the Local Plan period and this level of growth is not a matter to be reappraised in terms of environmental consequences. Nevertheless such growth has had to be reconciled with the conservation, protection and improvement of the physical environment. The balance between these objectives is reflected by the range of policies introduced in this Plan.

4.3 Since the vast majority of the District is designated Green Belt, it has been necessary to identify some areas for release from the Green Belt in order to accommodate the main land use requirements of the County Structure Plan. Wherever possible new development has been directed to areas not in the Green Belt or of the highest agricultural land quality but inevitably some provision has been made for new development in the Green Belt where in strategic and environmental terms, harm is not considered significant.

4.4 Details of the environmental assessment methodology are contained in Appendix 1.

Planning Context

5.1 The Hereford and Worcester County Structure Plan (1990) makes provision for 50,750 dwellings in the County between 1986 and 2001 of which about 6,200 new dwellings are to be found in Bromsgrove District. Employment land provision equivalent to at least 335 hectares [828 acres] is to be supplied within

the County including a minimum of 75 hectares [185.3 acres] in Bromsgrove of which a maximum of 30 hectares [74 acres] is to be found for the general employment land requirements of Redditch Borough. In addition there is a further requirement within the County Structure Plan to consider proposals to satisfy the high technology site needs of the Birmingham/Solihull sector of the West Midlands Metropolitan Authorities. This element was first raised in Regional Planning Guidance for the West Midlands issued by the Secretary of State for the Environment in September 1988, and the need continued in the Regional Planning Guidance for the West Midlands Region (RPG11) issued in September 1995 and reissued in April 1998.

5.2 The District is expected to witness pressure for growth stimulated by the completion of the M42 and M40 motorways. It is important that the District Council achieves a satisfactory balance between legitimate demands for new homes and jobs with the corresponding requirement to conserve the many natural attributes of the area most notably the fine landscape and pleasant villages which are prime features of the District.

5.3 The County Structure Plan envisages that the majority of new housing development will be located in or adjacent to Bromsgrove town. Since 1986, the start of the Plan period, a substantial number of permissions have been obtained for new residential development. The majority of these permissions are located at Bromsgrove town with the remainder distributed elsewhere in the District. Considerable numbers of barns have been converted to residential use and there has been an insidious change to the character of some areas through incremental development lacking any clear framework to guide the development process.

5.4 This Local Plan provides an opportunity to establish such a framework; to inform businesses, developers and the general public of the aims and objectives of the District Council and to provide a realistic strategy against which development decisions can be made to safeguard the quality and character of the local environment.

5.5 The District Council believes that land use issues and proposals should be contemplated against an overall strategy for the District. The key components of this strategy are to be:

* severe restraint to development in open areas of the countryside where development proposals do not comply with Green Belt policy or would be detrimental to areas of high landscape quality;
* restraint to development in villages in the Green Belt where development proposals do not adhere to Green Belt policy or otherwise compromise conservation or landscape policies;
* the identification of key locations within the District meeting the majority of housing and employment needs;
* the identification of sites in other locations excluded from the Green Belt for limited development purposes but recognising the limits to future growth;
* the provision of housing, employment, shopping, community and recreational facilities having regard to social factors and so ensuring maximum benefit and access to the more disadvantaged groups in the District's communities;
* the provision of new, additional or improved facilities associated with new developments to the benefit of the community at large through negotiated agreements with developers;
* the protection and enhancement of conservation areas, listed buildings and other historic and architecturally valuable buildings;
* the designation of areas of special landscape quality and the protection and enhancement of the environment.

5.6 Schemes will be judged against this overall strategy and every proposal will be assessed against all relevant Policies of the Local Plan, whether or not there are specific cross-references between these Policies.

Local Plan: Format and Process

6.1 The Bromsgrove District Local Plan is a statutory local plan prepared within the legislative framework of the Town and Country Planning Act 1990, Planning and Compensation Act 1991 and supporting literature.

6.2 The Local Plan consists of a Written Statement and Proposal Maps. Inset Maps show proposals for some areas in greater detail. The residential notation on the Proposal Map is only broadly indicative of the land use. It does not of itself imply that any particular site is necessarily allocated for further housing development.

6.3 A draft of the Local Plan was published in November 1991. The Deposit Draft Local Plan was published in November 1993 and reflects the views of the District Council in the light of representations made to the draft document. The County Council certified on 2nd December 1993 the Plan as generally being in conformity with the County Structure Plan and the Plan was then placed "on deposit" for a further period of public consultation when formal objections or representations could be made. This deposit period ran from 17th January to 28th February 1994. The District Council published a set of pre-Inquiry changes to resolve objections submitted during the deposit period to the Local Plan, and these were made available for public consultation from 20th December 1994 to 20th January 1995.

6.4 To resolve the remaining outstanding and valid objections from both consultation periods, a public inquiry was held between 11th April 1995 and 23rd January 1996. An independent Inspector appointed by the Department of the Environment examined each objection to the Local Plan and then prepared a report containing recommendations to the local authority. The Inspector's Report was received by the District Council on 17th January 1997. The District Council considered the Inspector's views and indicated what action it intended to take on each of the Inspector's recommendations.

6.5 The District Council considered the first Inspector's recommendations at three meetings. The first held on 25th June 1997, dealt with the majority of changes to the policy base. The second and third on 12th January 2000 and 5th July 2000, considered outstanding policy issues and the Council's response to the Inspector's recommendations to identify land to remove from the Green Belt to satisfy possible future development needs. The Inspector noted that the Council needed to identify land for longer-term development and that it was for the Council to decide on the most appropriate sites to identify.

6.6 The BDLPPM was published in June 2000, with two formal deposit periods (18th August to 29th September 2000 and 7th March to 12th April 2001). A second deposit period for the purposes of public consultation was held following concerns expressed by the Inquiry Inspector over a potential problem with the statutory 6 weeks period of consultation for the 1st deposit period.

6.7 The District Council published a set of pre-modification Inquiry changes to resolve objections submitted during the deposit period to the Local Plan and these were made available for public consultation from 14th March 2001 to 11th April 2001. To resolve the remaining outstanding and valid objections from the consultation periods a public inquiry was held between 22nd May to 3rd August 2001. An Independent Inspector appointed by the DTLR examined each of the objections and counter objections into the Local Plan and prepared his report containing recommendations to the local authority. The Inspector's Report was received by the District Council on 7th March 2002, together with a corrigendum dated 21st May 2002. The District Council considered the Inspector's Report at the Executive Cabinet meetings on 20th November 2002 and 18th December 2002 and Full Council on 26th November 2002 and 18th December 2002.

6.8 Whilst the Council has accepted the majority of the Inspector's recommendations, there are some matters where changes were not fully in accordance with his recommendations or where new policies have been introduced. These alterations formed further changes to the plan so a period of public consultation was necessary. This took place between 7th April and 19th May 2003. As the Council considered that representations received did not raise any new significant issues they moved to adopt the Plan. The ODPM did not intervene in the process and the Plan was adopted on 13th January 2004.

Implementation

7.1 In most instances the implementation of policy and proposals will be carried out through the development control process with the private sector undertaking the majority of schemes. However, some policies do identify projects that could be undertaken by the District Council or other statutory undertakers and agencies.

District Strategy

8.1 The policies contained within this section provide a framework to which all other policies in the Plan must adhere. The planning emphasis for the District will remain one of restraint to development in the Green Belt, whilst accommodating necessary new development to meet economic and social needs. The Strategy does not preclude new development that contributes positively to the environment and respects these and other policies in the Plan.

Green Belt Designation

DS1 The designation of a Green Belt in accordance with County Structure Plan Policy is confirmed and the boundaries are shown on the Proposals Map.

8.2 The relevance of the Green Belt to Bromsgrove District is threefold:

* to prevent the further growth of the West Midlands conurbation into the countryside;

* to limit the expansion of built-up areas in the Green Belt area in order that neighbouring towns and villages will not merge with one another;

* to safeguard the open countryside having regard for the interests of agriculture and for the informal recreation needs of people who wish to visit the countryside.

8.3 The District Council fully supports the importance and function of the Green Belt and the Secretary of State's view that the future growth of Bromsgrove town should preserve the particularly narrow and vulnerable Green Belt gaps to the north and south of the town.

8.4 Green Belt boundaries in Bromsgrove District have previously been confirmed in adopted local plans for Belbroughton, Wythall and Hagley/Clent; the remainder of the District has relied upon boundaries originally proposed in the County Development Plan for Worcestershire (1957) and confirmed generally in Structure Plans since 1975. Where the Green Belt boundary has been redefined in this Local Plan to allow minor alterations to boundaries or to accommodate land for future development needs, firm and definable physical features have been followed wherever possible. Changes to the established Green Belt have only been proposed where there exists special circumstances providing an overriding justification for so doing. Appendix 2 lists the amendments to the Green Belt boundaries and the reasons in support of the proposed changes.

8.5 In order to comply with policy GB2A of the County Structure Plan, the District Council considered whether those settlements currently in the Green Belt, in particular the larger villages such as Alvechurch and Belbroughton, should be removed. The District Council endorsed the views of the 1996 Local Plan Inspector that the village of Alvechurch could be removed from the Green Belt without detriment to it. The Inspector however accepted the Council's position that both Belbroughton and Romsley should not be removed from the Green Belt as they were less sustainable locations since they are not located on transport corridors.

Green Belt Development Criteria

DS2 Permission for development in the Green Belt will not be given, except in very special circumstances, for the construction of new buildings or for the change of use of existing buildings unless one of the following instances applies:

a) development is for the purposes of agriculture and forestry;

b) proposals are for essential facilities for outdoor sport and outdoor recreation (see Policy RAT2);

c) development is for cemeteries, and for other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land in it;

d) development is for housing in accordance with the special circumstances set out in policy S9;

e) proposals are for the re-use of rural buildings, in accordance with policy C27;

f) proposals are for the limited extension, alteration or replacement of existing dwellings (subject to the provisions of Policy S11 and S12);

g) proposals are for the sub-division of an existing dwelling in accordance with Policy S13;

h) proposals are for the change of use of a dwelling to a commercial use (subject to the provisions of Policy S13A).

Proposals for development should be environmentally and ecologically acceptable and should not damage the visual amenities of the Green Belt.

8.6 There is a general presumption against development in the Green Belt. Only in very special circumstances will permission be given in Green Belt locations. Proposals will also be required to comply with other relevant policies contained in this Plan.

8.7 PPG2 indicates that the construction of new buildings for other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land in it may be appropriate. The Council will expect any applicant to fully demonstrate that a proposal fulfils these criteria before accepting any new building.

Main Locations For Growth

DS3 The majority of growth during the Plan period will be centred on the urban area of Bromsgrove. This area has the majority of the population and is well served by existing public transport networks including the railway station.

8.8 Bromsgrove is the main urban area in the District. It is the focus of the area's transport system being at a key point in the motorway system; it has main line railway connections and is well served by public transport links to the conurbation. The town has the majority of shopping, social and recreational facilities.

8.9 The District Council believes the town's role and function during the Plan period should be reinforced. This aim promotes the concept of 'sustainability' through the practical benefit of matching the greatest proportion of the District's population to the location with most facilities.

8.10 Consequently Bromsgrove town will receive the majority of development during the current Plan period to meet both residential and employment land needs as expressed in the County Structure Plan.

Other Locations for Growth

DS4 For other settlements excluded from the Green Belt (Alvechurch, Barnt Green, Blackwell, Cofton Hackett, Grimes Hill, Hagley, Majors Green, Rubery, Stoke Prior, Walkers Heath and Wythall) any proposals for development will need to be in accord with the policies of this Plan.

8.11 A number of areas in the District are excluded from the Green Belt. Generally there are few specific land use allocations made for these areas. Nevertheless it is possible that limited development could occur. This may include opportunities on infill sites where small groups of housing could prove acceptable. Other proposals, for uses appropriate to the locality in question and which are compatible with other policies of this Plan, will be considered favourably.

Village Envelope Settlements

DS5 Within the following villages the limited housing infill policy (H17[d]) of the County Structure Plan will apply:

Adams Hill, Belbroughton, Beoley, Bournheath, Burcot, Clent, Fairfield, Finstall, Holy Cross, Hopwood, Lower Clent, Romsley and Rowney Green.

For the purposes of this policy 'limited infill' is defined as the development of sites, located between existing development, which are capable of accommodating no more than two dwellings, in a form which maintains the line and form of the existing buildings. Backland development including tandem development, or proposals for the development of a field or other significant parcel of land will not come within the scope of this policy. Development extending the settlement into the countryside or accentuating ribbon development will not be acceptable. Where 'gaps' in frontages do occur there will be no automatic presumption in favour of development.

8.12 The County Structure Plan indicates that housing in the Green Belt may only be possible in very limited circumstances. One of these is for the provision of 'infill' dwellings within the present boundaries of settlements. Settlements for which the District Council believes this policy is appropriate have accordingly been designated (Appendix 3). Where 'gaps' in frontages do occur there will be no automatic presumption in favour of development. For instance, it may be desirable to protect some 'gaps' from development because of the contribution of the site(s) to the street scene or general character of the village or where it is desirable to retain views of the surrounding countryside. Further guidance on the development of gap sites will be found in the District Council's Residential Design Guide.

Locations In the Green Belt

DS6 Locations not subject to policies DS3 - DS5 will be treated as falling within the broad area of the Green Belt and will be subject to policy DS2.

8.13 There are a number of hamlets and small groups of dwellings close to but not directly connected with a settlement. Further development and the gradual consolidation of these locations is considered undesirable and will not be allowed.

8.14 The village of Dodford is specifically excluded from policy DS5. Development would undermine the unique characteristics of the village which originated as a Chartist settlement and led to its designation as a Conservation Area. The full list of rural communities including those subject to policy DS6 are recorded in Appendix 3.

Premium Industrial Sites

DS7 In accord with County Structure Plan Policy E3A and in order to meet the requirements of the Birmingham/Solihull Sector for high quality peripheral development sites, any proposals for sites for B1 purposes to meet the need of high technology development will be considered in the light of criteria set out in the Regional Planning Guidance for the West Midlands Region (RPG11).

8.15 The potential need for employment sites in the Birmingham/Solihull sector satisfying the likely future demand for high quality sites close to the conurbation was first identified in Planning Policy Guidance Note 10 (PPG10) in September 1988 and the need continued in RPG11 (September 1995). In so far as a possible site might be required in the north-east of the County this was acknowledged by the former Hereford and Worcester County Council in the County Structure Plan.

8.16 The District Council's view is that much of the conurbation's strategic requirement can be best provided for at locations outside the District on sites already identified in the development plan process by adjacent authorities. Following a series of appeal inquiries during 1992/93 the Secretary of State confirmed on 11th April 1995 that a site at Monkspath, Solihull close to junction 4 of the M42 was appropriate for this purpose. An additional site has been identified at Bassetts Pole (near Sutton Coldfield) in the Birmingham Unitary Development Plan (July 1993). The District Council firmly believes that it is unlikely that a further site will be needed before the end of the century and that there is no justification requiring the identification of such a site which would inevitably encroach on Green Belt land. Consequently the District Council considers it premature to make a site specific allocation during the current Plan period particularly when circumstances may change. In view of present circumstances no provision is made for this requirement within the Plan.

8.17 Nevertheless, should there be clear evidence that a need for such a site emerges during the current Plan period, the District Council will treat a proposal as a potential exceptional change to the Local Plan.

Areas Of Development Restraint

DS8 "Areas of Development Restraint", are shown on the Proposals Map. These are locations excluded from the Green Belt within which no development is proposed during the Plan period. They constitute areas where development might be considered in the future. For the duration of the Plan period, these areas will be subject to full Green Belt restrictions and any applications for development will need to be in accordance with Structure Plan Policy GB2. In any event, planning permission for the permanent development of Areas of Development Restraint will only be granted following a local plan review which proposes the development of a particular Area of Development Restraint.

8.18 The District Council is expected to define Green Belt boundaries that will endure as set out in PPG2. Whilst the District Council is obliged to consider the requirement for longer term development needs it considers the District as an area where it is inexpedient to locate significant levels of future growth if Green Belt objectives are to be sustained. This policy therefore focuses on selected sites where land will be held in reserve for the future. Such areas are referred to in this Plan as Areas of Development Restraint (ADRs). They represent sustainable locations for development whilst having regard to Green Belt objectives. The identification of such areas will reduce the likelihood of the need to redefine Green Belt boundaries before 2021. Although these sites are outside the Green Belt, their role is such that they will, for the purposes of controlling development, be subject to the same strict measures as land within the Green Belt until such time that the release of this land can be justified. The Areas of Development Restraint are listed in Appendix 3A. Additional clarification on the Council's ADR provision is given in Appendix 3B.

Protection Of Designated Environmental Areas

DS9 Development proposals in locations designated as Landscape Protection Areas, sites of importance for wildlife & nature conservation or of importance for archaeology will be carefully evaluated against their potential impact on the landscape, ecology or individual site. Any such proposals put forward will not normally be given permission unless it can be demonstrated to the full satisfaction of the Local Planning Authority that the impact of the development on the landscape, an ecological site or an archaeological site would be negligible.

8.19 The areas and sites covered by these policies are locations where development, even when compatible with the provisions of Green Belt policy, could have a detrimental impact on the landscape.

Relevant policies are : C1, C4, C9, C10, C10A, C11, C36 and C38. It is these policies which take precedence over DS9 in the detailed consideration of particular development proposals.

Environmental Assessment

DS10 Development proposals will not be granted where there is sufficient reason to believe that the development will have an unacceptable impact on the environment. Where the requirement for an Environmental Statement is discretionary in accordance with Schedule 2 of the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988, the District Council will require an Environmental Statement to accompany planning applications for:

a) major projects of more than local importance;

b) smaller scale projects which are proposed for particularly sensitive or vulnerable locations;

c) projects which are unusually complex and may have adverse environmental effects where expert and detailed analysis would be desirable and relevant.

8.20 Environmental Assessment is mandatory for certain types of development under Schedule 1 of the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988. Under Schedule 2, where Environmental Assessment is discretionary, the District Council will seek to ensure that the effects of any new development on the environment are properly taken into account before any development is allowed to proceed. Environmental Assessment is a method for ensuring that the likely effects of new development on the environment are fully understood and consists of an Environmental Statement and an Environmental Appraisal. Extensive consultations with statutory and non-statutory bodies will be undertaken to ensure proper regard is given to the environment and to ensure that all the main issues are considered.

Planning Obligations

DS11 The District Council will where appropriate seek agreement with developers to meet their reasonable costs to the community through planning obligations or unilateral undertakings to provide for:

a) on or off-site facilities directly arising from the development such as additional educational, community, recreational or other infrastructure which may reasonably be required as a result of the scheme; or

b) compensatory works to mitigate for the loss of any environmental or community resources resulting from the development;

c) the implementation of a local plan policy (or policies) for a particular area or type of development (e.g. the inclusion of an element of affordable housing within a larger residential development where evidence of need has been demonstrated).

8.21 In seeking to establish policies supporting a more sustainable environment the District Council will expect developers to assist in minimising the impact of development on the local environment and community. This may be achieved in a number of ways most commonly through the use of planning conditions. Where these are inappropriate the District Council will negotiate planning obligations under Section 106 of the 1990 Act to help offset schemes otherwise likely to have an environmental or community cost, where specific facilities are required to allow the development to proceed either on or off-site or where it is appropriate for a contribution to assist the District Council in the furtherance of facilities which are of benefit to the community. More information on the justification and test for the application of planning obligations is contained in Circular 1/97, Paragraph B.17.

Renewal Of Planning Permissions

DS12 Planning permission will not necessarily be renewed where the proposed development is not in accordance with the policies of this Plan.

8.22 Over time unimplemented planning permissions will expire. Applications for renewal which may be made will be considered against the policies of this Plan.

Sustainable Development

DS13 The District Council will take full account of the need for future development to be sustainable so that present demands do not compromise the ability of future generations to meet their own demands or enjoy a high quality environment. All development must reflect the need to safeguard and improve the quality of life of residents by:

- **maintaining high and stable levels of economic growth and employment**
- **ensuring social progress which recognises the needs of everyone**
- **conserving energy resources, and**
- **protecting the Plan area's essential character and environmental assets, including:**

a) the general attractiveness and diversity of the landscape
b) the open and undeveloped nature of the countryside
c) the Green Belt
d) areas of wildlife and ecological value
e) the setting, form and character of settlements
f) the quality of air and water resources
g) buildings and areas of special townscape, historic and architectural interest
h) sites of archaeological importance
i) land of recreation and amenity value, and
j) the best and most versatile agricultural land.

8.23 It is the District Council's intention that this Local Plan should reflect concern for the present and future quality of life of its residents. Defining broad sustainable development aims and criteria is essential for providing the direction and essential yardstick in later appraisals of development plan policies and proposals.

Enforcement

DS14 The District Council will ensure that in appropriate circumstances action is taken against parties contravening relevant planning legislation including policies contained within this Plan.

8.24 The District Council will publish a policy document on the enforcement of planning controls. It is intended that this document will be adopted by the Council as supplementary planning guidance and reviewed on a regular basis.

Public Art

DS15 The Council will promote the creation of new works of art as part of the enhancement of the built environment.

8.25 The District Council operates a voluntary scheme whereby a proportion of the cost of major development (or important sites) is set aside for works of art either complementary to or integrated within the development. Public art can be provided in a variety of ways and forms and can include sculpture, the integration of design and art forms into street furniture and hard landscaping.

Housing

9.1 The District Strategy identifies the broad distinction to be made between settlements and the priority for growth attached to each. This section indicates the general policies to be pursued by the District Council in covering the various communities in the District.

Structure Plan Requirements

S1 Sufficient land will be allocated to accommodate the strategic housing requirement of the Hereford and Worcester County Structure Plan to enable the construction and completion of about 6,200 dwellings between 1st April 1986 and 31st March 2001. The majority of this land will be located in, or adjacent to, Bromsgrove town.

9.2 The Hereford and Worcester County Structure Plan (1990) requires that "about 6,200" dwellings are provided in Bromsgrove District between 1986 and 2001. The majority of sites will be found at Bromsgrove town, taking into consideration environmental and social considerations, the need to maximise use of public transport and decrease long journeys. For the purposes of this policy “in, or adjacent to, Bromsgrove town” applies to the core area of Bromsgrove town plus the urban areas of Lickey End, Catshill and Marlbrook. Some development, albeit on a more limited scale, may take place in other parts of the District but will normally be restricted to settlements identified in policies DS3 and DS4.

Housing Site Allocations

S2 The housing sites (HAG1 and BROM1) shown on the Proposals Map are the remaining allocations at the end of the Plan period.

9.3 Sufficient land was allocated in this Plan and supplemented by windfall schemes to meet the demand for new housing in the District during the Plan period (1986 to 2001). Two allocations remain to be completed and are shown on the Proposals Map and listed in Appendix 4.

9.4 The overall housing land position for the District at the end of the Plan period (April 2001) is given in Appendix 5. This shows the number of completions which took place and the number of units under construction or outstanding at the end of the Plan period.

Windfall Policy

S3 The District Council will allow for a "windfall" element in determining housing land availability.

9.5 In the absence of adopted local plans for parts of the District including Bromsgrove town a large number of dwellings have received planning permissions which can be classified as 'windfalls' (i.e. sites gaining a permission for housing purposes but not specifically allocated for that purpose in a formal plan). These are likely to continue to constitute a significant element of housing land supply.

9.6 The District Council adopted a completions-based method in assessing the likely supply from small windfall sites. This is set out in Appendix 6. Small windfall sites are defined by the Council as sites of up to 9 dwellings.

9.7 The District Council has also made a separate allowance for medium windfalls, based on extrapolating past planning permissions. The methodology is set out in Appendix 6. Medium windfalls sites are defined as providing between 10 and 25 dwellings or with a site area of up to 1 hectare. An average of 50 completions per annum from medium windfalls occurred over the lifetime of the Plan.

Monitoring Of Housing Sites

S4 The District Council will monitor the release of sites for housing purposes to enable the maintenance of a 5 year supply of housing land and to ensure that there is a relatively even supply of land for any given period of time.

9.8 The District Council was required to provide about 6,200 dwellings for the 15 year period 1986 - 2001. This equated to an annual average rate of 413 units. Between 1st April 1986 and 31st March 2001 (the Plan period), 6,366 dwellings were built at an annual average of 424 units.

Special Needs Housing

S6 In considering proposals for the provision of new dwellings or the conversion or redevelopment of existing stock, the District Council will take account of the changing housing needs of the population, particularly the trend towards smaller households and for the special needs of particular groups.

9.9 Consideration will be given to the needs of particular groups within the District such as the very elderly, children, single parents, people with a mental handicap or physical disability. In acknowledging the particular housing requirements of such special groups, the District Council will encourage housebuilders, landowners and voluntary organisations to assist in meeting some of the identified housing requirements of those special needs groups. Some areas are particularly appropriate close to shops and public transport although an over-concentration must be avoided.

New Dwellings Outside The Green Belt

S7 Proposals involving development of new dwellings outside the Green Belt will be considered favourably providing that they meet the following criteria:

a) the proposal does not lead to development at a density inappropriate for the site;

b) (*intentionally blank)*

c) the form and layout of the development is appropriate to the area;

d) the proposal minimises the loss of mature hedges, trees and landscaping;

e) the proposal does not adversely affect the existing amenities of adjoining occupiers;

f) the proposal does not involve a loss of open space, allotments or other amenity areas which it is desirable to maintain;

g) the development can be appropriately serviced;

h) the proposal would not have unacceptable traffic implications or perpetuate a traffic hazard;

i) it conforms with other relevant policies of the Plan.

9.10 Areas are identified on the Proposals Map where Green Belt policies do not apply. Within these areas it is reasonable to expect that proposals for residential development will be submitted even though they are not specifically identified in the Local Plan. Whilst the majority of new housing will be provided on identified sites, the development of other sites, where such proposals are sound, will assist in housing supply as 'windfall' dwellings. Examples of possible schemes could, for instance, be the infilling of a undeveloped plot in an otherwise built-up frontage or cover proposals for a compact, cohesive group of dwellings suitable for the location in question and capable of meeting the specified criteria. Other relevant policies include S8 and S19.

Plot Sub-Division

S8 The District Council will not permit proposals for plot sub-division or housing on backland sites where such development would be detrimental to the character, traditional pattern or amenity of the location.

9.11 Homes with large back gardens are a common feature in Bromsgrove's suburban and village areas. In certain instances and localities it may be acceptable to develop back gardens for new housing which is in keeping with the character and quality of the local environment. Such development will require careful planning. The District Council will pay careful attention to the established density of development in any particular area and will not favour proposals which introduce densities which are inconsistent with the character of the surrounding development; where dwelling to garden plot ratios are out of keeping with the area; where developments are proposed which would lead to the unacceptable loss of trees and hedges; or where such changes would lead to or threaten a substantial change to the character or amenity of an area.

9.12 In some locations the open character of development makes a positive contribution to the overall environment and backland development will not normally be permitted.

New Dwellings In the Green Belt

S9 Proposals for new residential development in the Green Belt will only be considered where they accord with relevant Structure Plan policies and comply with Local Plan policy DS2 or otherwise fall within the following categories:

a) where a dwelling is required for forestry or agricultural purposes (see policies C21, C22 and C23);

b) where a dwelling results from the re-use of a rural building (see Policy C27);

c) it is limited affordable housing for local communities in accordance with Policy S16;

d) it is limited infill within the present boundary of the settlements where a 'village envelope' has been defined (see Appendix 3).

e) where it concerns a replacement dwelling in accordance with Policy S12;

f) where it concerns the sub-division of an existing dwelling in accordance with Policy S13.

9.13 In general planning policy has prevented housing development in open areas of the countryside and restricted it elsewhere in the Green Belt. Nevertheless, there has been an insidious intrusion of dwellings in some traditional semi-rural parts of the Green Belt which threatens to undermine the character of these areas. The District Council seeks, by this policy, to confirm its intention to safeguard all Green Belt areas from continuing pressure for piecemeal residential development and to confine acceptable uses to a minimum allowing only for certain specialised uses, limited infill, replacement dwellings and the sub-division of existing dwellings in acceptable locations.

9.14 Bromsgrove is both a Green Belt and Urban Fringe Authority. As such the low-cost (affordable) housing policy applicable in Green Belt areas can apply. The Council has already introduced a number of schemes in urban centres across the District which have provided this type of housing. This may well help to off-set some of the need which might otherwise exist in rural areas. It is not anticipated therefore that many low-cost schemes in the Green Belt are likely to be forthcoming but the Council will consider any scheme on its merits. Proposals will, in particular, need to indicate how they comply with sub-section c) of policy S9.

9.15 The term 'settlement' as defined in the above policy does not include dispersed villages and groups of housing in open countryside where infilling could adversely affect the open character of that environment. In those settlements where 'infill' development may be acceptable, the 'infilling' of a gap by one or two dwellings will normally follow the existing building line and development in depth will not be acceptable.

9.16 It should be noted that even where a potential gap or site does exist it does not imply that a planning permission will be given. It may be desirable, because of the contribution of the site to the landscape, a conservation area, the built environment or its amenity value, to maintain such a gap as an essential feature of the street scene.

Extensions To Dwellings Outside The Green Belt

S10 In general an application for an extension to a dwelling in a location not in the Green Belt will be considered favourably if it is in accordance with the following principles:

a) extensions to dwellings should normally be of matching design in materials and detailing and should be built in a style similar to that of the original building which should always remain as the dominant feature of the resulting compound building;

b) where applications are received which would result in an 'extension' becoming over-dominant and lead to significant changes in the basic character, floor plan and/or cubic content of the original building, other considerations will apply and the proposal will be treated as if it were a completely new dwelling rather than an extension;

c) where it is proposed to add an extension to a building which has a pitched roof, and the extension will be of a similar height to the original building, then the extension should, in most circumstances, have a similar roof pitch. Flat roof extensions will not normally be permitted;

d) the proposed extension should not adversely affect the existing amenities of adjoining occupiers.

9.17 Extensions outside the Green Belt will normally be favourably considered. Those which are over and above permitted development rights will be judged against the guidelines produced by the District Council (see Policy Guidance Note 1 - Residential Design Guide). In general extensions should be in scale with, and well related to, the original building and should not have a detrimental affect on the street scene or locality.

Extensions To Dwellings In The Green Belt

S11 Within the Green Belt, limited extension of an existing dwelling will be permitted, subject to:-

a) the extension not resulting in a disproportionate addition over and above the size of the original dwelling;

b) the works respecting the scale and character of the existing dwelling;

c) no material harm to the amenity of nearby occupiers.

9.18 Where extensions are proposed to existing dwellings in Green Belt locations the District Council will seek to ensure that any works are appropriate to the form of the original building and would not be likely to lead to the creation of separate dwelling units. Further guidance on this policy is provided in the Council's supplementary planning guidance `Extensions to dwellings in the Green Belt'.

Replacement Of Dwellings In The Green Belt

S12 Within the Green Belt a replacement dwelling will be considered on the site of an existing building providing the proposal is for a replacement of a similar scale and character to the original building. A replacement may not be acceptable where:

a) it significantly enlarges the original dwelling by increasing the volume and/or floor area;

b) it has a demonstrable and adverse impact on the character and purpose of the Green Belt;

c) it has unacceptable traffic implications or where it perpetuates a traffic hazard;

d) the original structure was not constructed as a permanent static dwelling.

9.19 Green Belt policies nationally as reflected in PPG2 (Green Belts) are designed to protect vulnerable areas of the countryside from pressures for development. Proposals for new buildings other than for a restricted range of uses (see policy DS2) will not be allowed. Whilst proposals for extensions, alterations or the replacement of dwellings may be acceptable in the Green Belt the District Council will consider such proposals carefully against the criteria mentioned above. Where a replacement is intended applicants will always be advised to ensure that a planning consent for rebuilding can be obtained before demolishing a property.

9.20 Major factors to consider will be whether any such proposal would constitute demonstrable harm to character and interests of the Green Belt and whether the scale and character of the existing dwelling is generally reflected in the proposed changes. Account will also be taken of the applicants 'permitted development rights' and ability to extend existing properties under other policies, e.g. S11.

9.21 Outline consents to rebuild will not normally be considered. Applicants will be required to submit details together with any other relevant information in order to demonstrate that a proposal is acceptable.

Sub-Division Of Dwellings In The Green Belt

S13 Proposals in the Green Belt for the sub-division of an existing dwelling into two or more dwellings will be considered against the following criteria:

a) any sub-division of use must not have a materially greater impact than the existing dwelling on the openness of the Green Belt and the purposes of including land in it;

b) extensions to any sub-divided dwelling and associated land surrounding the dwelling will be strictly controlled where this would conflict with the openness of the Green Belt and the purposes of including land in it;

c) additional free-standing buildings will not be permitted;

d) the work respects the scale and character of the existing dwellings;

e) the proposals do not have unacceptable traffic implications and/or create or perpetuate a traffic hazard;

f) no material harm is caused to the amenity of nearby occupiers.

The Council will consider withdrawing permitted development rights in the interest of safeguarding the openness of the Green Belt.

9.22 Where the sub-division of existing dwelling units is proposed in the Green Belt, the Council will seek to ensure that any works are appropriate to the form of the original building.

Changes Of Use Of Dwellings In The Green Belt

S13A Applications for a change of use in the Green Belt from an existing dwelling unit to an alternative use will only be permitted subject to the following criteria:

a) any change of use must not have a materially greater impact than the existing dwelling on the openness of the Green Belt and the purposes of including land in it;

b) extensions to any re-used dwelling and associated land surrounding the dwelling will be strictly controlled, where this would conflict with the openness of the Green Belt and the purposes of including land in it;

c) the dwelling is of permanent and substantial construction and is capable of conversion without major works or complete reconstruction; the Council may request a structural survey to demonstrate this;

d) the form, bulk and general design of the conversion scheme is in keeping with its surroundings and respects local building styles and materials;

e) traffic generated by the development can be accommodated and parking facilities should exist or could be provided, without detriment to highway safety or the visual amenities of the Green Belt;

f) the provision of necessary services does not adversely affect the environmental character or visual amenities of the Green Belt;

g) the change of use does not lead to a number of dispersed land uses that would be detrimental to the function and vitality of nearby settlements;

h) no material harm is caused to the amenity of nearby residents.

9.23 There are a number of large country houses which remain in the District though their continued occupation as single household accommodation is declining. In the majority of cases most properties of this type lie within the Green Belt where there is a presumption against change. The District Council will consider sympathetically appropriate proposals leading to the retention of these buildings

9.24 PPG2 notes that with suitable safeguards, the re-use of buildings should not prejudice the openness of Green Belts. The District Council will therefore consider the re-use of dwellings where this is practical and appropriate.

Range Of Housing Types And Tenures

S14 The District Council, in partnership with other agencies, will endeavour to increase the range of housing types available in the District. Proposals leading to the provision of affordable housing will be welcomed where these provide housing for rent, sale or for shared ownership. The majority of units will be provided in existing urban areas whilst the provision of affordable housing to meet local needs may also be forthcoming in appropriate rural settlements.

Affordable Housing In Urban Areas

S15 On major housing sites allocated for development in policy S2, or on any major site which comes forward, the District Council will negotiate with developers to achieve a mix of housing types and to ensure that a proportion of affordable housing is provided. This includes subsidised housing for rent or shared equity ownership or low cost market housing, available to people who generally cannot compete on the open market in the District.

Where affordable housing is to be provided:

a) those eligible for rented, shared equity or low-cost housing will have to justify their need, whether they are existing residents in need of separate accommodation, providers of important services, those with long standing links or those with employment opportunities who cannot remain in the District because of a lack of affordable housing;

b) satisfactory arrangements should be made to ensure, that:

i) occupancy of affordable housing will be restricted to those in housing need;

ii) affordable dwellings will always be available for occupation at a tenure appropriate to and at a price which is and which will remain affordable by persons on low incomes;

iii) affordable housing will be available to all initial and subsequent occupiers on the same terms as mentioned in (ii) subject to statutory provisions;

iv) occupancy criteria will be controlled by planning conditions or a planning obligation where a registered social landlord is not involved;

c) the site should conform with all environmental and control policies in both the Local Plan and the County Structure Plan;

d) there may on occasions, be a possibility that the Council will seek a contribution, financial or otherwise, towards the provision of affordable housing on a different site within its area.

9.25 Major sites referred to in the policy relate to sites that have a threshold size of 25 or more dwellings [1 ha. or more]. In settlements of 3000 or fewer inhabitants, the threshold is 15 dwellings or more [0.5ha or more]. The Council will seek affordable housing provision in accordance with these thresholds.

9.26 The Council intends to produce supplementary planning guidance (SPG) concerning affordable housing. This SPG will look at affordable housing needs together with appropriate thresholds from development sites and in accordance with Circular 6/98, should these thresholds be lower than at present, full justification will be provided.

9.27 The District Council will require a "cascade" approach to be adopted for occupancy of affordable dwellings. In the first instance residents in housing need in the same or adjacent parishes/wards will be eligible for consideration. If the affordable housing remains unallocated after a certain time, the occupancy criteria will widen in geographical area to include neighbouring parishes/wards in order to ensure that a suitable occupant is found.

9.28 Where a registered social landlord is involved, sufficient controls over future occupancy are secured. Where other private companies build affordable houses the District Council will require a planning obligation or it may impose conditions to control occupancy to ensure an adequate supply of suitable occupants. Where affordable units are to be transferred by the developer to a registered social landlord, the

District Council may ask the developer to execute planning obligations or conditions might reasonably be imposed in order to deliver the objectives of the local plan policy as follows:

a) specify that a proportion of general market housing cannot be occupied until the affordable element is built and transferred to a registered housing association or allocated in accordance with occupancy criteria as set out in the local plan;

b) ensure the affordable housing should only be used for the purposes of providing association accommodation to meet the objectives of a registered social landlord;

c) ensure that if funding is not forthcoming by a certain date, then a specified alternative arrangement can be used, such as low cost market housing which would still provide some affordable housing on site.

9.29 Where no social landlord is involved, but the developer/land owner is to provide affordable units, it may be appropriate for the District Council to ask the applicant to execute planning obligations or it may impose conditions to:

a) specify that a proportion of general market housing cannot be occupied until the affordable element is built and allocated in accordance with occupancy criteria as set out in the local plan, by condition or other planning obligation;

b) ensure occupancy criteria, preferably with some form of cascade approach to ensure an adequate supply of suitable occupants, with reference to the appropriate Plan policy.

9.30 Financial or other contributions to affordable housing on a different site in the District may be acceptable in some circumstances. This could be in the form of new houses on another site or an equivalent parcel of free land or the provision of existing, satisfactory dwellings acquired on the open market and brought into the ownership and management of a registered social landlord. Wherever possible direct provision on-site should be made in accordance with the policies of the Local Plan. Where off-site provision is accepted, the scale of the overall requirement for affordable housing will not be reduced but planning obligations might reasonably be imposed to:

a) allow the developer to make the contribution towards the costs of affordable housing on a different site only on the signing of contracts to provide the affordable housing element; or

b) include a covenant to the effect that a sum or sums paid by the developer to the District Council for the purpose of meeting or contributing towards the costs of affordable housing on a different site shall be repaid to the developer on or by a specified date if such sums have not been used for that purpose.

Affordable Housing In The Green Belt

S16 Proposals for affordable housing in rural areas to meet local needs may be granted as an exception to normal restrictions operating as a result of Green Belt constraints. Such affordable housing includes subsidised housing for rent, shared equity ownership or low cost market housing. Proposals will need to comply with the provisions of Policy S9. Schemes will be considered on their merits having regard to the following criteria:

a) the site is within or adjoining the boundary of the settlement and the proposal is small scale and suitable for the location;

b) any application on unallocated land must be accompanied by a local needs survey which shows conclusively that there is a genuine local need for the type, mix and scale of the proposed dwellings;

c) the site should conform with all environmental and control policies in both the Local Plan and the County Structure Plan;

d) the proposal must include arrangements to ensure that the benefits of affordable housing are retained for future occupiers; and

e) the proposal does not involve "cross-subsidy".

9.31 The Council's interpretation of affordable housing is stated in the supporting paragraphs to Policy S15.

9.32 On rural exception sites it is necessary to ensure that adequate occupancy controls are in place to reserve the affordable housing for local needs in perpetuity and this may involve the use of conditions or planning obligations. A cascade approach will be required whereby residents in housing need in the same or adjacent parishes will be eligible for consideration. If the affordable housing remains unallocated after a certain time, the occupancy criteria will widen in geographical area to include neighbouring parishes in order to ensure that occupants will always be found for any accommodation, thereby safeguarding an adequate stream of revenue for those managing the development whilst ensuring that people in local housing need take priority.

9.33 Under this approach the eligibility criteria will initially be restricted to local residents within the parish who qualify as one or more of the following:

a) those with social or employment ties but without a dwelling of their own;

b) people with local employment opportunities but who are deterred by the difficulty of finding and affording suitable accommodation;

c) those who provide important local services and need to live near the community;

d) other existing residents who wish to remain in the locality but who otherwise cannot afford to do so.

9.34 On rural exception sites the District Council will ask a registered social landlord to implement planning obligations or it may impose conditions to ensure that the affordable housing remains in perpetuity and is occupied by households in need of affordable housing in the local plan area. Where no registered social landlord is involved, the District Council will ask the applicant to implement planning obligations or alternatively the Council will impose conditions to provide occupancy criteria to ensure an adequate supply of suitable occupants, whilst ensuring that people in local housing need take priority.

9.35 Rural exception sites cannot be set against housing requirements and sites for this purpose will not be formally allocated in the Local Plan. However when the Plan is rolled forward such housing can be taken account of in the calculation of housing need which remains to be met. The Council will make full use of its own sites to satisfy demand where these are in suitable locations and where the need has been adequately justified by a rigorous local housing needs survey.

9.36 The scale and location of exception site schemes will be examined carefully. Proposals which are of a high standard of design and layout and relate sympathetically to their natural and built surroundings are more likely to be acceptable. Schemes involving any element of cross-subsidy i.e. allowing for more expensive houses for sale, will not be considered.

Caravan And Mobile Home Sites

S17 Residential caravan sites and mobile homes will only be considered in locations where permanent residential uses would be appropriate. Sites in the Green Belt will not be acceptable, except in cases which fall within Policies C25 and C26.

9.37 Whilst the accommodation provided in units on these sites may be argued as representing 'low-cost dwellings the District Council sees its responsibility to protecting the fundamental integrity of the Green Belt as one of overriding importance. Uses of this nature rarely prove to be temporary and must be seen as representing an unacceptable intrusion into the countryside.

Gypsies

S18 The District Council will have regard to the needs of gypsies' residing in or resorting to the area and in consultation with the County Council will review site provision as necessary. Where an application for private gypsy site provision is forthcoming the applicant will need to demonstrate to the satisfaction of the District Council:

a) that evidence of need exists for the provision of a site/extension to an existing site and whether this is a seasonal or permanent use;

b) that the location of the site is appropriate to the needs of potential users particularly where it is of a transitory nature;

c) that the location can be adequately serviced;

d) that the site is acceptable with regard to other relevant planning policies e.g. Green Belt;

e) that the site would be so located and designed so as to minimise potential disturbance to residents/other land uses in the vicinity of the site.

9.38 The District Council has an existing gypsy site at Houndsfield Lane, Wythall. The District Council will monitor the suitability of the current level of provision made and the need for additional plots. Where need can be demonstrated additional plots would be provided at this location prior to the establishment of a further site. Adequate justification will need to be established prior to the granting of a permission for further sites.

Incompatible Land Uses

S19 In areas where residential uses predominate the District Council will not allow employment or other land uses which would adversely affect residential amenity whether through noise, smell, safety, traffic or health reasons. The availability of residential land will also be a factor taken into account (see also policy E6).

9.39 Problems frequently arise where incompatible land uses exist on adjacent sites. The District Council will seek to reduce this problem by encouraging the relocation of uses to more appropriate premises where this is possible. Future proposals for uses incompatible with the predominant land use will be resisted. Land use zones are defined on the Proposals Map.

Shopping

10.1 The County Structure Plan emphasises that town centres should continue to be the main focus for shopping facilities. Large retail developments outside town centres are not regarded as incompatible with this aim providing specific criteria can be satisfied. However, such development will not normally be permitted in the Green Belt.

10.2 There are a number of shopping locations in the District catering largely for the day to day needs of residents. The main exceptions are Bromsgrove town and Rubery. The latter, on the southern fringes of Birmingham, serves as a suburban shopping area; the former evolved as a market town serving a wide and predominantly rural hinterland although its present attractions are limited and disadvantaged by the greater range and size of stores and facilities in neighbouring centres.

Main Shopping Location

S20 Bromsgrove will remain the main location for general shopping facilities relative to other locations within the District. The District Council will seek to strengthen Bromsgrove's shopping role in order to compete more successfully with other shopping centres in the surrounding area.

10.3 New development will be encouraged to locate in existing centres. The Council will expect full and reasoned justification for schemes involving new or extended shopping facilities in out of town locations. PPG6 "Town Centres and Retail Development" points out that town centres have a prime role in the provision of retail facilities, though not one that is exclusive. The District Council acknowledges this and will support the continuing role of Bromsgrove town centre as the main focus of retailing activity. There are a number of opportunities for schemes which could improve shopping in the town centre or immediately adjacent to it, and be of benefit to those reliant upon public transport. New development together with changes of use should have regard to access for the disabled. The concentration of shopping facilities in Bromsgrove together with an extensive pedestrianised central area may support a 'shopmobility' scheme.

Out-Of-Town Shopping

S21 Site selection for major new retail facilities for food and non-food shopping will be considered in a sequential approach in accordance with PPG6. The first preference is for town centre sites, where suitable sites or buildings suitable for conversion are available, followed by edge-of-centre sites, district and local centres and only then out-of-centre sites in locations accessible by a choice of means of transport. Proposals will be considered against the following criteria:

a) there will be a presumption against development within the Green Belt;

b) out-of-centre developments will not be acceptable where the development adversely affects the vitality and viability of nearby town centres whether by itself or having regard to other recent and proposed retail developments and the cumulative impact of such developments;

c) retail uses will not normally be permitted on land allocated for industry, employment and housing where this can be shown to have the effect of limiting the range and quality of sites that would be available;

d) the proposed development is well-located in relation to different modes of transport;

e) the proposed development is not likely to lead to an increase in the length and number of motorised trips;

f) the suitability and viability of the site for the proposed use, and whether it is likely to become available within a reasonable period of time.

10.4 Town centre sites are defined as those within Bromsgrove's primary (BROM13) and secondary (BROM14) shopping streets. Edge-of-centre locations are those that fall within the town centre zone (BROM11) defined on the Proposals Map. District centres are located at Alvechurch (ALVE2), Barnt Green (BG1), Hagley (HAG3) and Rubery (RUB2). Local centres comprising a small group of shops of a local nature, are located at Aston Fields (BROM24), Catshill (BROM23) and Wythall (WYT1). Out-of-centre sites are defined as those clearly separate from Bromsgrove town centre but not necessarily outside the urban area.

10.5 Retail developments in out-of-centre locations may be acceptable only after a sequential approach has been adopted and developers are able to demonstrate that all potential town centre and edge-of-centre sites have been thoroughly assessed and discounted. Where out-of-centre developments are proposed, they must accord with the criteria of this policy. In particular it must be demonstrated that there would be no detrimental impact on the vitality and viability of existing town centres, including the evening economy, and on the rural economy. Developers and retailers should be flexible about the format, design and scale of a development, and the amount of car parking - which should be tailored to meet local circumstances. New schemes should not have a detrimental effect on overall travel patterns and car use and a choice of alternative means of transport should be available. Proposals in Green Belt locations are not acceptable.

Provision Of Local Shopping Facilities In New Residential Areas

S22 The provision of local shopping facilities in new residential areas will be considered where they:

a) would not, in themselves or cumulatively, with other recent or proposed retail developments in the locality, adversely affect the vitality and viability of any nearby centre;

b) are appropriate to the scale of the development taking into account other facilities already existing in the locality;

c) are located and designed to be readily accessible to the locality by foot, public and private transport;

d) are of a design and form appropriate to that locality;

e) would not adversely affect nearby residents;

f) have adequate provision to accommodate parking requirements;

g) conform with other relevant policies of this Plan.

10.6 Local shopping centres provide for the daily needs of local people and can be particularly important for those without access to a car. Where large new residential areas are contemplated it may be appropriate to consider the provision of a small number of retail units within the development to meet the immediate needs of residents and potentially reduce the number of journeys necessary to other facilities.

Shopfront Enhancement

S23 The District Council will seek to enhance the overall shopfront and architectural quality of main shopping areas so that they provide a visually attractive, inviting and pleasant environment to local residents, shoppers and visitors.

Retention Of Traditional Shopfronts

S24 **To retain and enhance the character of main shopping areas, the District Council will:**

a) **require a high quality of design in all applications for shopfront development;**

b) **where appropriate ensure the retention and restoration of traditional shopfronts and other shopfronts of townscape merit;**

c) **exercise careful control over the design of new shopfronts and associated advertisements; and**

d) **encourage the improvement of shopfronts, particularly when alterations are proposed.**

S24A **The removal or obscuring of original features on traditional shopfronts will not normally be permitted.**

New Shopfronts

S25 **New shopfronts should respect the general building form in the locality in terms of scale, proportion and materials.**

S26 **Shopfront fascias must be in proportion to the rest of the shopfront and the whole building so as not to be the dominant feature and should not generally exceed 0.6 metres (2 feet) in depth. Fascias should respect the vertical integrity of each individual building and not stretch uninterrupted across a variety of buildings.**

S27 **Fascia lettering will normally be restricted to a maximum height of 0.3 metres (12 inches) unless there are exceptional circumstances. Neon tube signs will not be permitted.**

S27A **Projecting signs should generally be in line with the fascia panel. The District Council will not permit more than one projecting or hanging sign per shopfront and normally projecting signs should not exceed 0.4 sq. metres (4.3 sq. feet).**

Design And Materials In Conservation Areas

S27B **Within conservation areas and where listed building consent is required the following features will not be permitted:**

a) **internally illuminated box fascias and projecting signs;**

b) **continental "Dutch" blinds;**

c) **external roller shutters;**

d) **materials such as acrylic sheeting, uncoated aluminium, glossy plastics or glass substitutes**

10.7 In shopping areas the design and impact of shopfronts constitutes an important element of the street scene. The District Council is keen to maintain and improve those shopping areas where the character of local design is an important element in attracting people to shop in these localities. In conjunction with the general policies above the District Council has produced a Shopfront and Advertisement Design Guide (Policy Guidance Note 2) to assist in explaining the elements of shopfront and advertisement design and to ensure that a high standard of design is achieved.

Community Facilities

11.1 Community facilities are often an important element of local life fostering activities and encouraging the participation of residents in local events. Community facilities such as sport, educational activities and youth clubs are of particular value to the more disadvantaged sectors of the community such as the unemployed, the elderly, the disabled and the young. Good provision will enhance the quality of life in the District. Activities can focus on a variety of venues such as schools, village halls, pubs, clubs and community centres. The retention of these buildings is therefore encouraged and proposed changes from this use to other uses will not normally be favoured.

New And Enhanced Community Facilities

S28 The provision of new or enhanced community facilities and the retention of existing ones will be supported providing there is no conflict with other policies of this Plan. The District Council will seek a planning obligation under Section 106 of the Town and Country Planning Act 1990, to provide for new community facilities in the case of new housing development, where the need for these arise directly from the development concerned. The District Council will also encourage the inclusion of such facilities on suitable major new developments.

11.2 The location of any new community facilities should be well related to the existing and proposed structure of each settlement and should be easily accessible by private and public transport as well as by pedestrians. The scale of provision should be commensurate with the scale and nature of the individual settlement and proposed new development. The District Council will in principle support the retention of existing facilities.

Access For The Disabled

S29 The District Council will be concerned to ensure that new building for use by the general public has adequate provision, by means of its layout and design, for access by the disabled. In particular the Council will require that:

a) sufficient disabled parking spaces are available;

b) the layout of the site and access from car parking facilities to the buildings minimises inconvenience for disabled persons;

c) where appropriate, alternative access points to the building are provided.

11.3 In assessing proposals where public access to a building is intended, the District Council will have regard to the likely ease of use of the building. In considering these matters the Council will liaise with organised groups representing disabled people. The District Council will place an emphasis on good design that also helps to achieve improved access with a safe and secure environment.

Development At Educational Establishments

S31 No development proposals at educational establishments will be permitted which lead to an unacceptable loss of open space and/or sports facilities (see Policy S32) and all proposals will be subject to the other Policies of the Plan, especially those relating to the quantity and location of housing and employment land. Subject to the above, the District Council will consider favourably development required to facilitate the provision of education and training or for purposes ancillary to such provision, for example student accommodation and additional buildings supporting the present operations of the establishment.

Loss Of Private Playing Fields

S32 Proposals leading to the loss of private playing fields, school playing fields and other private or public outdoor sports facilities will not be allowed unless they satisfy the following criteria:

a) that the provision of playing fields to Council standards (see Appendix 14) would still be met;

b) there is alternative local provision of playing space; or

c) an alternative replacement site could be provided in a suitable location; or

d) the scheme would lead to an improvement in the facilities available elsewhere on the site.

Mobile Classrooms

S33 The District Council will grant temporary permission for mobile classrooms only where there is a genuine short term need. The applicant will need to justify the need for temporary accommodation and will be required to indicate the anticipated period of use for the structure. Where a building is likely to be required in excess of 5 years the Council will require that a permanent building is provided.

11.4 Changes in the provision and administration of education services may lead to a change in the ways in which buildings and land within education use are viewed. The District Council will continue to support proposals which lead to improvements in the physical form and structures of schools and colleges where these are part of the educational function

11.5 The District Council will discourage the overuse of temporary classrooms to give extra classroom space at educational establishments. The Local Education Authority and other appropriate organisations must prove that the need for such classroom space is only short term. The District Council would wish to see permanent classroom structures built, whenever possible.

Conservation

Proposed New And Extended Conservation Areas

S35 The District Council will consider designating the following new or extended Conservation Areas;

a) Bromsgrove Town Centre adjacent to the existing Conservation Area including Worcester Road (extension);

b) The Worcester and Birmingham Canal (extension);

c) The Stratford-upon-Avon Canal;

d) Burcot/Blackwell: Around Alcester Road and Greenhill;

e) Hunnington: The Harry Vincent Estate;

f) Hagley Park;

g) Hewell Park;

h) Weatheroak Hill/Icknield Street;

i) Dodford (extension).

12.1 In order to preserve or enhance the character or appearance of areas within the District, the Council will designate new or extend existing Conservation Areas to include buildings and structures, trees or other features of national or local historic or architectural merit. To encourage private investment and tourism, the District Council will liaise with other interested parties in the preparation and implementation of enhancement schemes and promote environmental awareness and participation through the publication of a series of leaflets on the Conservation Areas. For a list of existing Conservation Areas see Appendix 7. New or extended Conservation Areas are designated in accordance with the procedures indicated in Sections 69 - 70 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Development In Conservation Areas

S35A The District Council will seek to preserve or enhance the character or appearance of Conservation Areas and will:

a) undertake measures as appropriate to promote and improve the environmental quality of such areas;

b) require new development, in or adjacent to such areas, to be sympathetic to the character of buildings in the detailed treatment of matters of design including the form, scale and materials;

c) normally require detailed applications or exceptionally where an outline application is submitted the inclusion of sketch designs including elevational drawings showing the relationship with adjacent properties;

d) seek to retain and enhance open spaces, important views, trees or other features of importance to the street scene.

Design Of Development In Conservation Areas

S36 Where development is proposed in or adjacent to a Conservation Area the District Council will normally require sketch designs to be submitted with outline planning applications, including elevational drawings, showing the relationship with adjacent properties. A high standard of design will be expected which demonstrates that the relevant aspects of the built form have been taken fully into consideration and that proposals are compatible with the character of the area.

12.2 Enhancement as well as protection are objectives of Conservation Area status. While it may be desirable to see proposals which renovate or redevelop part of a Conservation Area care must be taken to ensure that development proposals not only meet the standard of nearby quality buildings but also are appropriate to the locality.

Demolition In Conservation Areas

S37 The District Council will consider applications for demolition in Conservation Areas subject to the criteria set out below. Permission will be granted only if:

a) the existing buildings do not contribute positively to the character or appearance of the Conservation Area;

b) an inappropriate gap is not created in an otherwise continuous frontage;

c) the application is accompanied by acceptable and detailed plans of the proposed replacement;

Where proposals involve replacement the applicant may be required to enter into a satisfactory legal agreement with the Local Planning Authority to prevent premature demolition. Conditions may be imposed providing that demolition shall not take place until a contract for the carrying out of works of redevelopment has been made and planning permission for those works has been granted.

12.3 Proposals involving the demolition of buildings in Conservation Areas will be judged against the likely affect on the area. Many buildings within Conservation Areas are not of sufficient quality to warrant listing but nevertheless, may be of local architectural or historic interest. The need for demolition will, therefore, require full justification. Where proposals involve replacement the District Council will seek to prevent premature demolition which could result in long-term unsightly gaps in the street scene.

12.4 To support its building conservation policies the District Council will make storage space available at a reasonable price to allow for the storage and subsequent reuse of building materials, particularly authentic features in Listed Buildings. When discussing redevelopment proposals, storage space will be offered, where appropriate. In the case of demolition of unlisted buildings outside a Conservation Area the District Council will endeavour to save important features of affected buildings.

Protection Of Buildings Of Merit

S38 Where buildings of architectural or historic value are under threat the District Council will endeavour to protect them. Unlisted buildings which are considered to satisfy the criteria set-down by the Department for Culture, Media and Sport will either be put forward for spot listing or made subject of a Building Preservation Notice. Protection of listed buildings under threat will be achieved by serving a notice for urgent or full repairs.

12.5 The District Council recognises that there are many buildings in the District of considerable merit. Over time the relative importance of a building may increase so that it becomes of listable quality. The District Council will continue to monitor buildings of quality, but not yet afforded extra protection. Where such buildings come under threat the District Council will normally seek specialist advice prior to taking further action.

12.6 The District Council will seek to secure repairs through discussions with the owner(s). However, as a last resort to achieve the necessary repairs to maintain the fabric of important buildings the District Council will use its powers to serve Building Repair Notices. The District Council will, in addition, support the County Council in their provision of grants for Listed Buildings.

Alterations To Listed Buildings

S39 Careful attention will be paid to any proposal affecting the character of a Listed Building or its setting. Any proposal for alteration or extension of a Listed Building, whether or not involving a change of use, will be thoroughly assessed before consent is given. The change of use of Listed Buildings may be acceptable if it can be demonstrated that an alternative use would ensure retention of the building(s). The advantage of keeping a building in active uses will be weighed carefully against any impact on the special architectural or historic interest of the building.

Demolition Of Listed Buildings

S39A Any proposal for the total or substantial demolition of a Listed Building will be subject to very close scrutiny. Consent will not be forthcoming without clear and convincing evidence that all reasonable efforts have been made to sustain existing uses, and these efforts have failed; that preservation in some form of charitable or community ownership is not possible or suitable; or that redevelopment would produce substantial benefits to the community which would decisively outweigh the loss from the demolition.

12.7 The District's stock of historic buildings is a finite and unique resource. They may fall into disrepair through neglect, ignorance or disuse. Their special interest may be lost through unsympathetic extensions which would necessitate permanent alterations to the fabric of the building inappropriate to its character. The District Council is seeking to preserve this aspect of its heritage through the control of development and alterations to retain the character of the building. In order to support the implementation of these policies, the District Council will undertake a survey to identify "buildings at risk" including photographic coverage in conservation areas and of important buildings elsewhere. This information will also help to provide a sound basis for reviewing the District Council's relevant policy guidelines.

Listed Buildings In Shopping Areas

S41 Careful attention will be paid to proposals affecting a Listed Building in a shopping area regarding the materials used, the features proposed, the form of fascia and lettering and the style of any projecting signs. Applications relating to shopfronts will not normally be considered unless accompanied by an application for related signs.

Shopfronts In Conservation Areas

S42 The District Council will refuse the demolition of important original shopfronts in conservation areas and will encourage their restoration. All new proposals will be assessed to see how far they contribute to the maintenance or improvement of the conservation area.

12.8 The District Council needs to ensure that proposals coming forward in shopping areas involving a listed building will not adversely affect the special character of the listed building and its setting and that proposals in a conservation area are sensitively designed to ensure enhancement is continued. Further advice on these matters is to be found in Policy Guidance Note 2 entitled "Shopfronts and Advertisements" produced by the District Council.

Traffic Calming Schemes

S43 The introduction of traffic calming schemes will be considered, in conjunction with the Highway Authority, where development proposals would have an effect on vehicular and pedestrian movements in or adjacent to Conservation Areas.

Reinstatement Of Features In Conservation Areas

S44 The District Council will require the reinstatement or replacement of detailed features, such as paving, kerbing and street furniture, affected by proposals in Conservation Areas. Where replacement is required e.g. for safety reasons, an appropriate alternative to 'standard' designs will be sought or alternative measures suggested.

Improvements To Conservation Areas

S45 The District Council will seek to secure improvements to the environmental quality of Conservation Areas when development schemes offer an appropriate opportunity to tidy up vacant land and the removal of unsightly features.

12.9 In order to protect the character of a Conservation Area features which contribute to its environmental integrity must be retained wherever possible. Co-ordination of street furniture and signs will be encouraged. Traffic calming schemes, in conjunction with the County Council, and rationalisation of car parking, where appropriate, will be investigated. Where highways are disturbed the initiating body will be responsible for reinstating the original paving. Areas which detract from the quality of the streetscene or landscape will be targeted.

Areas Of Special Advertisement Control

S46 The District Council will, where it is considered appropriate, request the Secretary of State to designate Areas of Special Control of Advertisements in appropriate Conservation Areas.

12.10 The District Council wishes to maintain the amenity value of Conservation Areas and the setting of historic buildings. A stricter degree of control over advertisements may be required in certain locations than is available through normal planning control. The position will be monitored and appropriate consultations as advised in PPG19 (Outdoor Advertisement Control) will be carried out.

Advertisement Control

S47 Advertising will not normally be permitted in the following types of location, except where attached to and related to business premises:

a) predominantly residential areas or near housing;

b) sites fronting onto or dominating views from main roads, railways or canals;

c) any site where advertising could have an adverse affect on public safety.

12.11 Advertising where acceptable in principle will be expected to comply with the District Council's guidelines on advertisements contained in Policy Guidance Note 2.

12.12 Advertisements on business premises are in principle acceptable but should not detract from the appearance of the premises themselves particularly in residential areas. Free-standing advertising hoardings of any size and poster advertising are considered normally to be detrimental to a residential environment.

12.13 The District Council seeks to enhance the environment generally through this Local Plan and this includes areas fronting the ring road round Bromsgrove town centre and road, railway and canal routes through the District. Advertisements, other than those attached to and related to business premises, generally do not enhance the environment in these locations, but contribute to an appearance of lack of landscaping, temporary treatment and lack of investment.

12.14 Advertisements that could distract drivers and increase the risk of accidents are not acceptable. This applies to large hoardings and illuminated advertisements near junctions and signals of any kind.

Historic Parks And Gardens

S48 Planning permission or listed building consent will not be granted for development which would have an adverse effect on the character and setting of historic parks and gardens. Proposals will be assessed against their effect on:

a) views into or out of the park or garden;

b) vistas or sequential views within the park or garden;

c) 'natural' elements such as tree belts, avenues, specimen trees, water features, ornamental gardens and plant species;

d) structures, statues and garden ornaments;

e) the topography of the garden;

f) open spaces and their relationship to enclosures.

The District Council will liaise with English Heritage and the Garden History Society in considering applications either within the boundaries of such parks and gardens or in proximity to them where important views from the park and/or garden would be materially affected.

12.15 Historic parks and gardens include those listed in the register of parks and gardens of special historic interest maintained by English Heritage. These are Hagley Park (Grade I) and Hewell Park (Grade II*). This policy also applies to other parks and gardens of regional importance in the District, which are indicated in Appendix 7A.

Landscape

13.1 North Worcestershire has some of the finest and most varied landscape in the region. Bromsgrove District has outstanding landscape features formed by the ridges of high land in the north incorporating the Clent, Windmill, Waseley and Lickey Hills. In addition there are extensive areas of water, trees and woodland. Some of the latter are of ancient origin and lie woven in a patchwork quilt of open landscape possessing an older small-scale pattern of fields reflecting the agricultural traditions of past centuries.

Designation of Landscape Protection Areas

C1 Landscape Protection Areas are designated by the District Council and are indicated on the Proposals Map.

13.2 The District Council has designated a number of Landscape Protections Areas to identify those places where the landscape forms an important element of local or even regional importance (these are listed in Appendix 8). Landscape Protection Areas are local designations of areas where it is considered that the character of the countryside and the quality of the landscape merits special protection. Even though schemes may be compatible with Green Belt policy, proposals which ignore the character and quality of the area through ill-considered size, siting, colour, finish or form of development will be resisted. The cumulative impact of potential development will also be taken into account.

13.3 The areas indicated by the District Council as Landscape Protection Areas are based upon the Areas of Great Landscape Value originally defined in the County Development Plan for Worcestershire.

13.4 Structure Plan Policy CTC.2 states that "Development which would adversely affect the landscape quality of Areas of Great Landscape Value (as defined on the key diagram) will not normally be allowed." The areas to which Policy CTC.2 applies are identified on the Proposals Map.

13.5 The most significant area and one of regional landscape importance is formed by the uplands of the Clent, Waseley, Beacon, Lickey and Weatheroak Hills. This area of upland separates the north and south Midlands, and was identified in part in the former County Development Plan, in the Landscape of Hereford and Worcester County - Issues Report 1990 and in the 1993 Hereford and Worcester County Structure Plan as an Area of Great Landscape Value. The boundary has been amended where feasible to link the main high points of this ridge by their saddles.

13.6 Other areas which are included comprise the most significant landscape features outside the Clent/Lickey Hills uplands. They are of local importance and include remnants of Feckenham Forest and historic lowland as well as the higher points, steeper slopes and important ridgelines in the Plan area.

Criteria for Assessing Development Proposals

C4 Development will not be permitted where it would have a materially detrimental effect on the landscape, in particular within Landscape Protection Areas. When assessing the effect on the landscape, special attention will be given to the following:

a) prominent slopes or major ridge lines;

b) woodland and hedgerows including ancient areas of the same;

c) water features where these are an important component in the landscape.

13.7 The District has a variety of landscapes which vary from intimate, contained valleys to extensive lowland plateaux. The District Council will have due regard to the features which contribute to the landscape. Prospective schemes will need to be accompanied by sufficient information to prove to the satisfaction of the Council that the proposal would not compromise important landscape elements.

Submission of Landscaping Schemes

C5 Applications for development should be accompanied by satisfactory landscaping schemes where these are judged appropriate by the District Council to complement the proposals at the time of submission of a detailed planning application.

13.8 The impact of development can be reduced by good design and landscaping which takes account of the topography of the land and the layout of the buildings. This is particularly important for industrial and commercial/office development which, by its nature, may have a greater environmental impact than other developments.

13.9 Ad hoc planting rarely provides an adequate long term solution on larger sites; therefore a co-ordinated structure for the whole of a site should be agreed in principle before the details of an application are discussed. This could form part of a development brief but should be agreed in writing before individual plots are marketed.

Sites for Environmental Improvements

C6 The District Council will identify sites and implement schemes for environmental improvements at 'gateway' locations into the District and along main transport routes and waterways, particularly within urban areas. The Council will liaise with land owners and other relevant agencies when implementing and maintaining schemes.

13.10 The Council has targeted entry points into the District, major roundabouts and road corridors for landscape works, particularly in urban areas to enhance the local appearance of these areas.

13.11 The North Worcestershire Countryside Action Project was a joint venture supported by Hereford and Worcester County Council, the Countryside Commission, Bromsgrove District Council and Wyre Forest District Council. It aimed to resolve problems of conflict involving land uses in the urban fringe, south west of the West Midlands conurbation and guide the implementation of environmental improvement projects in the countryside. This included landscape improvements to a number of areas identified as suitable for treatment through the replacement of trees lost from disease or neglect, the planting of hedgerows and the creation and restoration of pools and wetlands with the aim of landscape rehabilitation.

Nature Conservation

Development Affecting SSSI's and NNR's

C9 Development proposals which would destroy or adversely affect, directly or indirectly, a designated or proposed Site of Special Scientific Interest or National Nature Reserve will not be permitted. In the event of a designated or proposed site of international importance being identified within the District it will be subject to the extra protection and special procedures appropriate to the designation.

Development Affecting SWS's and LNR's

C10 Development proposals which would destroy or adversely affect, directly or indirectly, a Special Wildlife Site, Local Nature Reserve or sites subject to an Agreement under Section 39 of the Wildlife and Countryside Act 1981, will only be permitted where it can be demonstrated that the net adverse impact of the proposal is not significant, having regard to the value of the nature conservation features which were the reason for the designation of the site.

Development Affecting other Wildlife Sites

C10A The District Council will seek to minimise the effects of development proposals on features of nature conservation importance in the District. This will include woodlands, ponds, lakes or streams, marshland and wetlands and unimproved grasslands.

14.1 The District Council will look to protect the full range and variety of sites and habitats that exist within the District. National Nature Reserves and Sites of Special Scientific Interest are recognised as sites of national or even international importance and will be accorded the highest possible protection. Other designated sites such as Local Nature Reserves and Special Wildlife Sites are sites of more local importance but ones which the District Council believe should be fully protected. Where proposals could affect locations where nature conservation interests may be compromised the Council will require full justification for the proposals. In any instance, where it is deemed reasonable and appropriate, the Council may request the developer to enter into a Section 106 agreement under the Town and Country Planning Act 1990 to identify arrangements to mitigate the effects of the development on such sites.

Statutorily Protected Species and Habitats

C11 In considering any development or management proposal, due regard will be paid to the specific requirements of statutorily protected fauna and flora. English Nature will be consulted if any proposal may result in damage to any area where species listed under Schedules 5 and 8 of the Wildlife and Countryside Act 1981 occurs.

14.2 A number of individual species are given statutory protection under various national and international wildlife laws, such as the Wildlife and Countryside Act (1981), the Birds Directive (EC Council Directive on the Conservation of Wild Birds - 79/409/EEC) and the Habitats Directive (EC Council Directive on the Conservation of Natural Habitats and of Wild Fauna and Flora - 92/43/EEC). The impact of development on any such species will be taken into account by the District Council.

Wildlife Corridors

C12 The District Council will protect major wildlife corridors wherever possible. Development proposals should minimise the damage to such corridors by careful layout and design retaining the existing overall structural framework of the landscape as far as possible. Adequate new landscaping to maintain existing wildlife corridors will be required. Proposals to enhance or extend corridors will be welcomed.

14.3 The District Council will support the maintenance, enhancement and extension of major wildlife corridors throughout the District. Wildlife corridors are linear features which provide natural or semi-natural routes along which birds, mammals and other wildlife can move between established habitats. Proposals affecting such corridors will need to indicate what measures are to be taken to avoid or limit damage. Proposals which take into account and/or show acceptable alternative measures are more likely to be successful. Important corridors are: the Worcester to Birmingham canal; the Birmingham to Bristol railway line; the Barnt Green to Redditch railway; the disused railway from Halesowen to Longbridge; the River Stour and Illey Brook together with their tributaries; the Spadesbourne and Battlefield Brooks together with other tributaries of the River Salwarpe; the River Cole together with its tributaries; the River Arrow; Hockley Brook; Barnet Brook; Dagnell End Brook. The creation of new habitats and features of importance for nature conservation in other locations will also be encouraged. The culverting of watercourses will be discouraged.

Effect Of Infrastructure Development On The Landscape

C16 Schemes involving transport and related infrastructure should be planned to minimise the impact on the landscape and wildlife, in particular avoiding the fragmentation of wildlife sites and the destruction or diminution of important elements in the landscape.

14.4 Proposals having a major and widespread impact on the landscape such as those involving road schemes will be assessed against their effects on the landscape and wildlife with a view to minimising the worst excesses of such schemes.

Woodlands

Retention Of Existing Trees

C17 Development proposals should retain existing trees wherever possible. New planting should be related in scale, size and species to the existing indigenous planting.

15.1 Planning conditions will be used to secure implementation of this policy. Developers may be asked to enter into Section 106 Agreements or Forestry Authority schemes. Major development may require an Environmental Assessment subject to the criteria contained in Circular 15/88. In appropriate cases professional arboricultural advice may be required with regard to the suitability of retaining trees affected by development.

Retention Of Existing Woodland

C18 The District Council will seek to retain and enhance existing woodland particularly all ancient semi-natural woodland and promote sound woodland and countryside management by other bodies. The District Council will encourage the planting of trees, favouring the use of indigenous species both in hedgerows and as new woodland areas (in suitable locations) through the appropriate agencies. It will encourage and support the use of appropriate woodlands meeting multiple objectives such as timber production, recreational use and the creation of wildlife habitats. These principles will be taken into account, when that is appropriate, in considering applications for planning permission and when formulating planning conditions which relate to matters affecting woodland, hedgerows and trees.

15.2 Woodland areas are an important feature of both urban and rural landscapes. They make a valuable contribution to providing a variety of wildlife habitats including areas of dead wood and scrub. Landowners wishing to carry out felling or management of woodland which is not under an approved plan of operations should refer to the Forestry Commission's policy guidelines and regulations covering Felling Licences. In appropriate circumstances landowners will be encouraged to contact the Forestry Commission or Worcestershire County Council regarding grants for new tree planting and management.

Tree Preservation Orders

C19 The District Council recognises the importance of mature trees and woodlands within the District and will serve Tree Preservation Orders (T.P.O.'s) on appropriate trees under threat and on other trees and woodlands of high environmental amenity or ecological value in order to ensure their long term protection.

15.3 Mature trees and woodlands contribute significantly to the amenity of an area and on new sites add of maturity. Tree Preservation Orders are seen as a valuable tool in achieving the necessary protection and are primarily served by the District Council although the County Council still maintains some powers to serve these orders. The cooperation and willingness of the landowner is of vital importance for the success of this policy. Requests to fell or carry out the trimming of trees covered by a TPO will be considered sympathetically if there is a physical danger or if the tree is affected by disease or needs shaping.

Agriculture

16.1 The District has a mixed agricultural economy with intensive production units, market gardening and pastoral farming predominating. A historic pattern of fields and field boundaries are still maintained which together with numerous traditional farm buildings make an important contribution to the overall character and appearance of the landscape. Changes in farming practice have witnessed the loss of many agricultural buildings as their original function has disappeared. As these buildings become surplus to agricultural requirements alternative uses are commonly proposed. Achieving the retention of the better examples needs to be offset against the constant theme of Green Belt and environmental protection.

Protection Of High Quality Agricultural Land

C20 Normally the best and most versatile agricultural land (grades 1, 2 and 3a) will be protected from development which would lead to an irreversible loss of land, or of land quality, for agricultural purposes. Where some loss of the best and most versatile land is unavoidable in order to meet established development needs the proposals should ensure that the loss of such land is minimised.

16.2 The District Council will follow the guidance in PPG7 "The Countryside - Environmental Quality and Economic and Social Development" concerning the protection of high quality agricultural land and in particular paragraph 2.18. Proposals for development likely to lead to a loss of the highest quality agricultural land will be resisted. In certain instances, however, some loss of high quality agricultural land may be necessary given the merits of a particular case where, for instance, no other site is suitable.

New Agricultural Dwellings

C21 Applicants proposing a new dwelling for the use of a person employed in agricultural activities (agricultural dwelling) will need to demonstrate to the District Council that a genuine need exists. Information in support of a proposal will be necessary. This will need to indicate the extent of assistance needed and the reasons why it is needed (whether for animal husbandry, safety, agricultural emergencies or other reasons). In some instances financial information may also be required. In cases where an agricultural worker's dwelling is permitted an appropriate occupancy condition will be imposed.

C22 The District Council will require that new agricultural dwellings are well related to the rural environment. The siting of such dwellings will normally be expected within a nearby settlement or the farm complex as opposed to the open countryside. Dwellings for essential agricultural workers must be in scale and character with the site and surroundings and must be of a size and cost appropriate to the extent and nature of the holding and the general needs of the local agricultural sector.

16.3 The District Council will require information on the long term agricultural need for any proposed dwelling in a location where permission would not normally be forthcoming. Where sensitive locations are involved the blending of new buildings into the countryside is of paramount importance. Applicants will be expected to pay very careful attention to the appearance of the building in the landscape. Applicants are referred to Annex I of PPG7 "The Countryside - Environmental Quality and Economic and Social Development" and to the District Council's Policy Guidance Notes 5 and 6 relating to agricultural buildings and dwellings in Green Belt areas which provide information on factors to be considered.

16.4 The siting of a dwelling within a nearby settlement will be encouraged and only failing this will the District Council accept a location on the farm holding. In the latter instance alternative buildings should be used within an existing farm complex e.g. farm buildings, in preference to the construction of a new building and any new development must be sited next to the existing group of buildings associated with the agricultural activity.

Additional Dwelling Units On Farms

C23 Where planning permission is granted for the construction of an additional dwelling unit on an agricultural holding, the District Council will consider imposing an occupancy condition on existing dwellings on the unit which are under the control of the applicant, do not have occupancy conditions and need at the time of the application to be used in connection with the farm. In appropriate circumstances, an agreement under Section 106 of the Town and Country Planning Act 1990 may be sought to tie a farmhouse to adjacent farm buildings or to the agricultural land of the unit.

16.5 The District Council is entrusted with safeguarding the rural environment, particularly in view of its Green Belt designation. Where dwellings are required in support of agricultural activities the District Council will expect to see full justification of need and will consider imposing occupancy conditions on existing dwellings, as well as the new dwelling. A legal agreement may be sought to maintain the existing range of dwellings for agriculture to prevent them being sold separately without a further planning application.

Removal Of Occupancy Conditions

C24 The District Council will not remove an agricultural occupancy condition unless it is satisfied that the property is no longer required for the holding and for the agricultural needs of the area.

16.6 There is constant demand for further dwellings on agricultural holdings in Bromsgrove District. To ensure the continued availability of dwellings to satisfy agricultural needs occupancy conditions may be applied. Where such conditions are imposed the Council will only consider their removal where the owner can prove to the satisfaction of the District Council that circumstances have materially changed and that the property is no longer needed for the purposes of the agricultural holding itself or to fulfil a need of the agricultural community in or immediately adjacent to Bromsgrove District. Further information concerning the removal of occupancy conditions is contained in the Council's Policy Guidance Note 6.

Agricultural Workers Temporary Accommodation

C25 Where the need for an agricultural workers' dwelling is proven to the satisfaction of the Local Planning Authority the temporary siting of a caravan or mobile home may be considered.

C26 The siting of any proposed temporary accommodation must not lead to the creation of an obtrusive feature in the landscape.

16.7 Satisfactory evidence of the need for an agricultural dwelling will be a prerequisite prior to an approval being granted for temporary accommodation. The latter will be granted only for a temporary period. If deemed necessary appropriate landscaping of the site may be required. Wherever possible the District Council will encourage the siting of any temporary accommodation close to existing buildings.

Re-Use Of Existing Rural Buildings

C27 The re-use or adaptation of existing rural buildings for alternative uses in the Green Belt will be considered against the criteria below.

a) any re-use of an existing rural building must not have a materially greater impact than the present use on the openness of the Green Belt and the purposes of including land in it;

b) extensions to any re-used rural building and associated land surrounding the building will be strictly controlled, where this would conflict with the openness of the Green Belt and the purposes of including land in it;

c) the buildings are of permanent and substantial construction and are capable of conversion without major works or complete reconstruction; the Council will require a structural survey to demonstrate this;

d) the form, bulk and general design of the conversion scheme is in keeping with its surroundings and respects local building styles and materials;

e) traffic generated by the development can be accommodated and parking facilities should exist or could be provided, without detriment to highway safety or the visual amenities of the Green Belt; or the character of the local rural environment.

f) the provision of necessary services does not adversely affect the environmental character or visual amenities of the Green Belt;

g) the conversion does not lead to a number of dispersed land uses that would be detrimental to the function and role of nearby settlements.

The Council will consider withdrawing permitted development rights in the interest of safeguarding the openness of the Green Belt.

Removal Of Permitted Development Rights

C27A Where a previous agricultural building is given permission for re-use, the District Council will consider withdrawing permitted development rights for any farm buildings erected in the same group of buildings, in the interests of safeguarding the openness of the Green Belt.

Residential And Commercial Re-Use Of A Rural Building

C27B Where residential conversion is part of a scheme for the commercial or other re-use of a rural building, the District Council will impose a planning condition requiring works necessary for the establishment of the scheme to have been completed before the dwelling is occupied. A planning condition may be imposed or a planning obligation may be sought to tie the dwelling to the rest of the building re-use.

16.8 The District Council will encourage the reuse of rural buildings where this is practical and appropriate. Proposals must be in accordance with government planning policy guidance in PPG2 "Green Belts" and PPG7 "The Countryside - Environmental Quality and Economic and Social Development". Schemes that propose the conversion of rural buildings for business or community use will be acceptable provided that they meet the criteria of the policy. They can make a positive contribution to local employment. Residential uses may however, have a part to play in meeting identified need for new market or affordable housing within existing settlements. The District Council will require a detailed structural survey in order to demonstrate stability and soundness of a rural building. Supplementary planning guidance on suitable schemes and detailed design guidance is published in the District Council's Guidance Note 4 entitled "The Conversion of Rural Buildings".

16.9 The District Council will examine particularly carefully applications for re-use within four years of the substantial completion of agricultural buildings erected under the General Development Order, in order to ascertain whether a breach of planning control has taken place. Proliferation of farm buildings constructed under permitted development rights could have a detrimental effect on the openness of the Green Belt. The District Council may consider it reasonable to attach a condition withdrawing these rights for new farm buildings in respect of the particular agricultural holding or unit where re-use of a building is granted

permission. If re-use is associated with residential development, particularly in open countryside, a condition may be imposed to tie occupation of the dwelling to the other uses in the scheme in order to prevent it being sold separately without further application to the District Council.

Extensions To Converted Rural Buildings

C27C Proposals for extensions to converted rural buildings will be assessed against the impact of the scheme on the character of the building as it existed immediately prior to conversion rather than the use to which it has been converted.

16.10 For the purposes of this policy the key element is the form and style of the original building rather than the primary use to which it has since been converted.

16.11 The conversion of rural buildings, such as agricultural barns to alternative uses, can ensure their continued usefulness. Where buildings of a traditional form and distinctive character have been converted proposals involving additional building, particularly extensions, will not be permitted where the proposed works would detract from the plain, simple and utilitarian appearance of the original building. Applicants are referred to criteria b) of Policy C27, which relates to extensions to re-used rural buildings within the Green Belt.

Conversion Of Listed Buildings

C29 Where the proposed use involves the conversion of Grade I, II* or II Listed Buildings the District Council will not normally allow conversions which have a detrimental impact on either the internal or external character of the building.

16.12 Conversions of redundant rural buildings, particularly barns, to other uses are a common and seemingly attractive proposition. However, concern has arisen over the sheer volume of conversions which take place for housing use, the incompatibility of the traditional internal space of such buildings with a residential function and the external effect of domesticity achieved by the introduction of gardens, garages, flues, chimneys etc. The District Council recognises these problems and considers farm buildings which merit listing may not be appropriate for residential conversion schemes unless very careful attention is paid to both the internal and external details of conversion. Advice on treatment will be available to those requiring it. Alternative uses for storage, local workshops and community uses which can more faithfully retain the original character of the building are likely to be preferred.

Twelve Month Limit For Re-Use Of Building

C30 Where permission for the conversion of a barn or farm buildings for non-agricultural purposes is forthcoming, it may be subject to condition restricting the period within which development must be commenced to as little as 12 months, where this is justified by the condition of the building. It may also incorporate a condition removing permitted development rights.

16.13 When permitting conversion of agricultural buildings to other uses the District Council wishes to ensure that adequate control can be exercised over further minor alterations, extensions and outbuildings which might otherwise undermine the character and integrity of the original building. Rural buildings may deteriorate rapidly, so permission for conversion may be subject to a condition restricting the period within which development must commence to as little as 12 months.

New Agricultural Buildings

C30A Proposals for new agricultural buildings will be considered favourably where they comply with the following criteria:

a) the proposal is in accordance with the provisions of Policies C4 and C5;
b) the scale and design of the building is appropriate to its intended use;
c) the proposal forms part of a group of buildings wherever practicable;
d) appropriate materials and dark matt colours are employed wherever practicable.

16.14 The General Development Order was amended in 1991, introducing restrictions on permitted development rights, together with a determination system which requires prior notification of significant proposals to be submitted to the District Council. The District Council may, on receipt of such proposals, give notice that formal approval of details is required.

16.15 This policy is intended to cover proposals for agricultural buildings which either require a specific planning permission or are permitted by the Town and Country Planning (General Permitted Development) Order 1995 but require prior notification to the Local Planning Authority.

16.16 The attractive appearance of the countryside can be harmed by visually intrusive standard agricultural building designs. The District Council supports functional and well-designed agricultural buildings, suited for modern needs, that harmonise with the surrounding countryside and settlements. Supplementary planning guidance on suitable schemes and detailed design guidance is published in the District Council's Policy Guidance Note 5 entitled "Agricultural Buildings Design".

Farm Diversification

17.1 Improvements in efficiency and new farming practices have markedly increased agricultural productivity. Today there is a surplus of some key agricultural products and there is less incentive to retain all farm land in agricultural use at the present time, although the best and most versatile agricultural land remains a long-term national resource to be preserved. Consequently an opportunity arises to encourage the diversification of the rural economy by opening up new opportunities and allowing economic, social and environmental benefits to 'filter' into the countryside. In Bromsgrove District this aim has to be offset against the presence of the Green Belt and the need to protect it against unsuitable uses. Consequently diversification proposals will be considered against their effect on the Green Belt and treated accordingly.

Farm Diversification Schemes

C31 The District Council will seek to support farm diversification schemes where proposals are of an appropriate scale and can be accommodated within a rural location without detriment to the environment. Projects should be consistent with the protection and enjoyment of the countryside and must comply with Green Belt policy and other relevant policies of this Plan (see also Policy RAT28).

C32 The District Council will judge applications involving rural diversification schemes against the following criteria:

a) schemes involving the use of the highest quality agricultural land will not normally be permitted where development or change of use would have potentially adverse implications for land quality;

b) the proposal would not have a detrimental effect on the landscape;

c) the proposal would not together with other activities have a cumulative effect which would detract from the local environment;

d) proposals for development would comply with Green Belt policies;

e) adequate access and parking should be provided within the curtilage of the application site;

f) the visual impact of the scheme should be minimised. Appropriate landscaping and screening should be provided.

17.2 The County Structure Plan acknowledges a presumption exists in favour of farm diversification schemes where this would lead to the promotion and use of the countryside for informal recreational purposes and tourism, where additional employment opportunities would be forthcoming and where schemes are environmentally acceptable.

17.3 The aim of farm diversification policies is to provide an alternative source of income for those who previously depended purely upon agriculture for their livelihood. Within the constraints of protecting the environment in general and landscape in particular ideas to exploit the increased mobility and greater interest of the public in the countryside will be encouraged.

Farm Shops

C33 Proposals for farm shops on agricultural holdings will normally be permitted provided that the scale of the operation is small, that existing buildings are utilised and that the retail use is related to the agricultural enterprise.

17.4 County Structure Plan policy (S10) is directed against the roadside sale of goods including agricultural produce for amenity and highway reasons. The sale of produce grown on an agricultural holding is itself the use of land for the purposes of agriculture and therefore does not require planning permission providing that the product is being sold in its natural state. Proposals for formal farm shops where a planning permission is required will be carefully considered. The scale of the proposal will be crucial. Facilities generally should be limited making use of existing buildings and having satisfactory access and car parking provision. Large scale shopping proposals requiring new buildings, car parks, road improvements, advertisements and extensive display areas are inappropriate to Green Belt locations and will not be acceptable.

Horticultural Nurseries

C34 Proposals for horticultural nurseries will be considered on their merits taking into account the scale and design of the proposal, access, highway, safety and parking requirements.

Garden Centres

C35 There will be a presumption against new garden centres in the Green Belt.

17.5 Horticultural nurseries solely concerned with the growing of plants will normally be acceptable in Green Belt locations. However, proposals for new garden centres will be resisted. The District Council wishes to prevent the further proliferation and diversification of retail sales in Green Belt locations which has occurred at many existing garden centres. These sales bear little relation to gardening activities.

Archaeology

18.1 The District Council aims to retain the rich diversity of archaeological remains known to exist in the landscape, whilst at the same time recognising the need to reconcile conflict and competition for land containing evidence of the past. The District Council expects archaeologists and developers to observe the Code of Practice (1988) produced jointly between the British Archaeologists and the British Property Federation. The District Council will continue, with the support of the County Archaeological Service, to identify further sites of archaeological interest, to protect sites of importance and carefully consider any proposals likely to affect other sites and their settings.

18.2 The District Council recognises the need to make the archaeological resource serve the recreational and educational requirements of the general public and will seek to enhance and promote selected sites of archaeological interest. This could be achieved by the pursuit of management agreements, the enhancement of District-owned sites and the production of display and educational material.

Preservation Of Archaelogical Resources

C36 There will be a presumption in favour of the preservation of nationally important archaeological remains and their settings. In the cases where development would adversely affect other sites of archaeological interest and their settings, and preservation in situ is not feasible or merited, planning permission may be granted subject to satisfactory provision for excavation and recording. Arrangements should be agreed with the District Council (in the light of archaeological advice) for all aspects of the work. In the case of sites of known archaeological importance or potential, the District Council will require the results of an archaeological evaluation to be submitted with any planning application for development.

18.3 The District Council has a number of archaeological sites of national importance as well as sites of more local interest. The District Council will endeavour to protect all sites, particularly those of the greatest significance, against proposals likely to be detrimental to a site or its setting. Where excavation of a site is acceptable, the District Council will require a schedule of works to be agreed prior to the issue of planning permission. In the absence of an agreed schedule, planning conditions may be imposed to prevent development until the necessary operations are undertaken (see PPG16. para 29, 30). A list of Scheduled Ancient Monuments is included in Appendix 10. As this listing will change from time to time, as will that of possible archaeological sites of interest, for the most recent information the applicant should, and the District Council will, utilise the County Archaeological records to provide the definitive record of sites in the District.

Excavation Around Archaeological Remains

C37 Where development requiring below ground excavation is proposed within a site of archaeological interest the District Council may require an evaluation of the site's significance to be submitted by the applicant before a decision is made.

Development Criteria For Archaeological Sites

C38 Where proposals for development are made which will affect a site of archaeological interest applicants will need to demonstrate that:

a) an archaeological evaluation has been submitted and approved;

b) the recommendations of the evaluation have been taken fully into account in the proposed developments design, in order to avoid damage to significant archaeological deposits; or, where this is inappropriate;

c) adequate measures are provided to ensure the proper excavation and recording of significant archaeological deposits where these are affected by the proposed development unless specialist advisers deem otherwise.

18.4 The existence of archaeological remains is a material planning consideration. It is therefore essential to know details of a site before considering applications for development which may destroy or damage a site or its setting. It should be noted that compliance with this policy does not overcome any objections which may arise from policy C36.

18.5 A proper evaluation of a site will be necessary utilising appropriate techniques and personnel. To avoid delay and design costs it should be carried out as soon as possible once development is contemplated and preferably before submission of applications for planning permission, but in any event prior to determination of the planning applications.

18.6 An evaluation of the significance of the site, demonstrating the effect of the proposed development on it, is necessary before the District Council can make an informed decision. Proposals should clearly show the location, extent and depth of below-ground works, including drainage services and other accommodation works, demonstrating the preservation of significant deposits. Where the physical preservation of deposits is not possible the measures proposed for their recording (preservation by record) should be included as part of the application.

Site Access For Archaeologists

C39 Conditions may be imposed in any granting of planning permission to enable reasonable access to the site by nominated archaeologists before and/or during construction, or to facilitate a watching brief to be undertaken during the progress of development, or to ensure that the agreed methods of preservation are enforced on site.

18.7 Where the preservation of archaeological deposits is not considered reasonable, conditions may be applied. These conditions only become effective after the application had been determined and in many cases will not satisfactorily ensure, in themselves, the appropriate level of preservation of archaeological sites. Nevertheless, not all sites will be of equal archaeological significance and such conditions will be used in appropriate circumstances, usually for sites of lesser significance.

Employment

19.1 Most employment opportunities within the District are centred along the A38/M5 axis in Bromsgrove town and off the A435 axis centred at Wythall. Improvements to the motorway network in recent years has reinforced the pressure on the District for further development opportunities especially at favoured locations such as major road interchanges. The District Council's response to these pressures is that development should accord with the provisions of the Structure Plan and Local Plan. Schemes must not be considered in isolation. The District Council recognises there is a need to satisfy some of these pressures close to the conurbation but the demand for new sites must be balanced against the commitment of the Council to conserve the Green Belt and the attractive landscape of North Worcestershire. In seeking to do this the District Council has judged potential sites against the following criteria:

* Minimising the impact on the Green Belt particularly in strategic terms;

* The identification of sites with strong definable boundaries where Green Belt land has to be deleted;

* The relationship of the site to the highway network in general and the suitability of access;

* Minimising the impact of development on or adjacent to areas of landscape value, Conservation Areas, wildlife sites and other areas of value;

* The relationship of the site to existing urban areas and specifically neighbouring employment areas;

* The relationship of the site to the potential workforce and the need to allow opportunity of access to groups disadvantaged by long journeys;

* The relationship of the site to existing infrastructure provisions;

* The potential for realising community benefit.

19.2 Sites investigated and incorporated in the Plan include land at Stoke Works previously zoned in the Bromsgrove Interim Policy Plan and draft Bromsgrove Local Plan; land at UEF/Garringtons around the existing factory; land at Wythall adjacent to the former Barrage Balloon site. These locations have been selected taking account of the above criteria and it is considered that these sites should be afforded priority in meeting employment needs. A substantial site at Barnsley Hall was also investigated. Its position next to a motorway junction identifies it as a potential development site though its Green Belt designation and role in separating Bromsgrove town and Catshill represents an important but conflicting environmental function. Finally land at Ravensbank Drive, Beoley/Redditch has been allocated on appeal to meet some of the employment needs of Redditch.

Employment Land To Meet Structure Plan Requirements

E1 Sufficient land will be allocated to accommodate the strategic employment land requirement of the Hereford and Worcester County Structure Plan for the period 1st April 1986 to 31st March 2001.

E2 Provision is made for the maximum allocation of 30 hectares [74 acres] of land for Redditch-related employment needs.

E3 The District Council allocates additional land to meet the employment land needs for the remainder of the District. These sites are shown on the Proposals Map and listed in Appendix 12.

19.3 The County Structure Plan requires the District Council to provide at least 75 hectares [185.3 acres] of employment land up to 2001. This is a District-wide allocation. A distinction exists, nonetheless, between meeting some of the employment land needs of Redditch (a maximum of 30 hectares [74 acres]) and those of Bromsgrove District generally (at least 45 hectares [111 acres]).

19.4 To meet these demands a planning permission has been given for the Redditch-related requirement (30 hectares [74 acres]) off Ravensbank Drive, Redditch and this site has been removed from the Green Belt. This allocation is made in order to satisfy the strategic employment land requirement of the County Structure Plan. Further land to satisfy the remaining requirement for the rest of the District has also been made. A number of other sites have been granted permission since 1986, allocated in local plans or since developed. In two cases this has involved drawing the boundary of the Green Belt to exclude land from the Green Belt. The contribution these sites make to the overall employment land position is shown in Appendix 13.

Extension To existing Commercial Uses

E4 Proposals for the expansion, consolidation or extension to existing commercial uses in non-Green Belt areas will need to meet the following criteria:

a) the scale and nature of the activity is appropriate for the area in which it is located;

b) any alteration(s) to the existing fabric are sympathetic to the form and character of the development and its setting;

c) the existing access to the site is in accordance with the requirements of the Highway Authority without the need for significant further work;

d) the scheme would not lead to excessive traffic generation, would not have unacceptable traffic implications and/or create or perpetuate a traffic hazard;

e) additional parking and manoeuvring requirements must be provided within the curtilage of the site and must comply with the District Council's adopted car parking standards (see Appendix 17);

f) the proposal does not adversely affect the existing amenities of adjoining occupiers;

g) the visual impact of the proposal, is where appropriate, minimised by adequate landscaping;

h) the proposal does not involve the open storage of commercial goods or containers if such an activity is considered to be visually unacceptable or where other environmental considerations make it undesirable;

i) where the proposal relates to non-conforming uses within residential areas then the proposal must not generate unacceptable levels of pollution including noise, smell or vibration or have adverse safety implications, in addition to conforming with all of the above criteria. If necessary, restrictions on the use or hours of operation of the site will be imposed.

19.5 Schemes for the expansion, consolidation or extension of existing commercial uses can offer an increased source of employment and thus contribute to a more sustainable pattern of land use. However, such schemes must not conflict with other land uses objectives.

Inappropriate Land Uses In Employment Areas

E6 In areas where employment uses predominate, the District Council will not allow residential or other land uses in locations where they could be adversely affected by noise, smell, or traffic or for reasons of health or safety. The availability of employment land will also be a factor taken into account.

19.6 The District Council will seek to prevent an incursion of residential and other incompatible land uses into areas which are predominantly devoted to commercial/employment activities. In considering other proposals for development, account will be taken of the availability of land for employment uses; and of the compatibility of the proposed use with the use of adjacent land for employment purposes.

Development Briefs For Large Sites

E7 Development Briefs will normally be required for all new employment land sites exceeding 2 hectares [5 acres] in size. Where required these will have to be agreed with the Local Planning Authority.

19.7 Development Briefs are considered an important tool in achieving the form, type and layout of development appropriate to the needs of the community. On major sites briefs will normally be required in order to establish detailed and comprehensive control over all aspects of the development proposals.

19.8 The District Council will seek to provide, where appropriate, and by negotiation with developers, a proportion of small business accommodation within the larger employment allocations. This acknowledges the importance of small 'starter' businesses to the economy of the area, and is in line with advice given in Planning Policy Guidance Note 4 "Industrial and Commercial Development and Small Firms" issued in November 1992.

Criteria For New Employment Development

E9 All applications for new employment development will need to demonstrate that:

a) traffic to be generated by the development will not overload the capacity of the highway system or adversely affect residential or other non-industrial development. Where this is likely to occur the applicant will be required to carry out amendments to overcome the problems otherwise created;

b) roads within the site will be constructed to standards laid down by the Highway Authority in respect of width, alignment and sight lines;

c) adequate loading, off-loading, manoeuvring and parking space for vehicles will be made available within new or enlarged industrial sites;

d) car parking provision in all new development will need to comply with the District Council's adopted car parking standards;

e) no undue environmental disturbance, by way of noise, vibration, smell, dust or significantly reduced daylighting will be caused to adjacent residential properties. If necessary, restrictions on the use or hours of operation of the site will be imposed;

f) no open storage of industrial goods or containers will be allowed on new or enlarged employment sites if such activity is considered to be visually unacceptable or where other environmental considerations make it undesirable;

g) where appropriate, landscaping or improvements to existing landscaping on new or extended employment development sites will be required.

19.9 The District Council will expect applicants to have taken into account these factors when submitting proposals. Where it is felt appropriate the District Council may request or prepare a development brief setting out the details of the design elements and layout to be achieved by the development. Where applications are likely to generate significant volumes of traffic the applicant may be required to enter an agreement to carry out improvements to the highway system to overcome the effects of this increased traffic. The car parking standards are included in Appendix 17.

Retail Or Recreational Uses On Employment Land

E10 Proposals for retail or recreational uses of land allocated or zoned for industrial and commercial uses will not be permitted.

19.10 The District Council will resist any proposals for alternative uses on land identified for employment purposes as this may compromise the ability of the Council to satisfy the strategic employment target of the County Structure Plan (see policy S21[c]).

Signing On Industrial Estates

E11 The District Council will require adequate signing of new and extended industrial estates/business parks to avoid the proliferation of excessive signs and notices which tends to occur.

19.11 Rationalising signs and layouts of employment areas should take place as soon as possible once a development has been completed. This will prevent the worst excesses of signposting which can seriously detract from the appearance of the locality.

Transport

20.1 There are 3 levels of public authority who administer the transport network in Bromsgrove District: The Highways Agency, Worcestershire County Council and Bromsgrove District Council.

20.2 The motorways (M5, M42) and those lengths of the A38, A435 and A456, which are trunk roads, are primarily the responsibility of the Highways Agency. Worcestershire County Council, as the Local Highway Authority, is responsible for public transport, highways and traffic management and the maintenance of public footpaths. Bromsgrove District Council acts as agent for the County Council within the urban cordon of Bromsgrove town and is responsible for the provision of public car parks and as the Local Planning Authority, for ensuring that planning proposals are compatible with transport policy.

20.3 The District Council attempts to influence transport policy and proposals through consultation with the County Council and seeks to ensure that land use allocations are well integrated with confirmed and future transport proposals.

The Road Hierarchy

TR1 In considering proposals for development the District Council will have regard to the road hierarchy as indicated in the Local Transport Plan (LTP) produced by the County Council. Proposals for development will be considered against the different standards applied by the Highway Authority to each category of road.

20.4 The highway system in the District is managed according to the identified role and function of each road. These roads are classified by the Highway Authority into a hierarchy of categories.

Safeguarding Of Land For Future Road Proposals

TR2 The District Council will safeguard land for future highway construction and improvement once a need has been established. Any proposals for development will be resisted on, or adjacent to, those routes which might otherwise prejudice their construction. The land reserved for new roads shall normally have an interim designation as open space. A route will be removed if the Highway Authority or other appropriate agency resolve that it is no longer required. Confirmed roads with known routes are shown on the Proposals Map and these together with other potential roads are listed below:

a) A38 between Slideslow roundabout and The Mount;

b) Bordesley bypass;

c) Town Centre Link Road.

d) Kidderminster/Blakedown/Hagley by-pass.

20.5 The District Council would support an integrated regional transport policy. Major road schemes will normally be implemented via the Transport Policies and Programme of the County Council. A number of road schemes exist either in embryonic form or as definite commitments. These are listed above and, where known, the general location of these routes are shown on the Proposals Map. Safeguarding is considered relevant to any confirmed road for the duration of the Plan period at least. Should any of these routes or the work associated with them not be implemented the land use allocation will revert to its previous land use. The County Council will also implement a number of minor road schemes during the Plan period to provide improvements for traffic or safety or environmental benefits. The proposed A38 improvement between the Slideslow roundabout and The Mount and the Town Centre Link Roads are potential local roads and therefore do not form part of the Local Transport Plan (LTP) of the County Council.

20.6 Plans for a Western Orbital Motorway (WOM) connecting the M42 at Bromsgrove with the M54 near Wolverhampton have been withdrawn from the list of proposed schemes. Should any proposals be resurrected, the District Council believes that further assessment and justification is an essential prerequisite before a major road scheme of this nature can be considered, particularly in view of the potential damage to the high quality landscapes in the District which could be affected.

Development Adjacent To Major Highway Junctions

TR3 Development adjacent to major highway interchanges or junctions within the Green Belt will not be allowed unless specifically allocated in the Local Plan and shown on the Proposals Map.

20.7 Improved road links have led to the submission of development schemes at key locations in the District, most notably at motorway junctions. Pressure is likely to remain particularly with improvements in economic conditions. The District Council is aware of the damage that could occur in Green Belt areas if such pressures were not resisted. It will, therefore, endeavour to protect land in the vicinity of key junctions unless sites have been specifically allocated in the Local Plan for development purposes.

Motorway Service Areas

TR4 The District Council will oppose the provision of further Motorway Service Areas unless a proposal clearly demonstrates exceptional circumstances sufficient to justify a departure from normal Green Belt policy.

20.8 A Motorway Service Area exists in Bromsgrove District on the M5 at Frankley, with another one approved on appeal (5th December 1997) at Hopwood (Junction 2) on the M42 and now open (summer 1999). Government advice in PPG13 "Transport" on the provision of MSAs suggests the minimum distance between them should normally be about 15 miles but that approval should not be given for an MSA within the Green Belt except in very special circumstances. Motorway routes in Bromsgrove District lie within 15 miles of an existing MSA at Frankley and a proposed MSA at Hopwood; all associated land is in the Green Belt, it is therefore very unlikely that proposals for further MSAs in the District would be acceptable. Where proposals are made the District Council will require an Environmental Assessment to accompany the planning application.

Railfreight

TR5 The District Council will seek to encourage more use of rail services for the transport of goods by supporting proposals for railhead connections from existing employment areas.

20.9 The District Council will support measures designed to encourage greater use of the railway in the transport of materials and products and particularly those involving bulky or heavy goods. Proposals for railhead connections to existing employment areas will be welcomed.

TR5A The movement of freight by rail as a sustainable objective will be pursued by the District Council. To this end the Council will:

a) protect sites with a potential for receiving and dispatching goods by rail from development which would prevent such use;

b) protect existing railhead sites by ensuring that they retain appropriate access to and from the public highway network.

20.10 In recognition of the need to create an improved and integrated transport system which is sustainable in the long term the District Council will seek to preserve the use of Bromsgrove's railhead facility for freight. Rail freight can offer economical transport particularly for large, bulky goods where there is no urgency and the unit/weight value is low. Road transport has become the dominant means of freight movement but fiscal policies designed to curb road use in the future may swing the balance in favour of rail transport. The District Council intends to protect its railheads from development which would preclude their use for freight transport in the future.

Traffic Management Schemes

TR6 Developers will be required to incorporate appropriate traffic calming measures in proposals for residential areas in accordance with Design Bulletin 32 "Residential Roads and Footpaths" designed to reduce the impact of traffic on the environment throughout the Plan area. This would include problems associated with heavy traffic flows, dangerous junctions and access points, local parking and pedestrian safety.

20.11 The District Council will encourage the County Council to implement traffic calming measures including schemes in existing areas of development as well as requesting that new development embodies such measures at the design stage. Such measures can alleviate problems arising from heavy traffic flows, dangerous junctions and access points and lead to improvements to local parking and pedestrian safety.

Off-Street Parking Requirements

TR8 Development proposals which do not make provision for off-street parking in line with the District Council's parking requirements will not normally be granted planning permission.

20.12 There are a number of instances throughout the District where land use activities compromise highway safety because of the presence of vehicles parked on the road. Schemes involving new build, change of use or the conversion of a building to an alternative use will be assessed against a range of planning criteria. Not least amongst these will be the need for any proposal to provide off-street parking that maximises personal safety and crime prevention and is appropriate to the proposed use. If this cannot be achieved the District Council will normally be disposed to refuse the application. The current standards are included as Appendix 17. These standards are those of Worcestershire County Council, being in draft form based on PPG13 and may therefore be updated. The standards relating to car parking provision are regarded as maximum and should not be exceeded, whilst the standards for disabled parking bays and cycle parking provision are minimum and should be increased in appropriate circumstances.

Making Up Of Roads To Adoptable Standards

TR9 The District Council will support initiatives, in conjunction with the Highway Authority, for the making-up of roads to adoptable standards where these serve as the sole or principal means of access and where they act as emergency routes.

20.13 There are a number of unmade roads within the District. The District Council would wish to see these roads upgraded to an adoptable standard where they function as the principal means of access to existing development. The Council will, therefore, encourage and give advice to frontage landowners and others, where relevant, to undertake the necessary surfacing work and will subsequently support the adoption of the road by the Highway Authority.

Car Parking Provision For Disabled Motorists

TR10 The District Council will require a percentage or minimum number of car-parking spaces in public car parks of wider dimensions for the benefit of disabled motorists.

20.14 The District Council wishes to improve conditions for disabled people. This will take several forms including dropped kerbs at crossing points, wider access points and ramps in public and private schemes and wider dimensions in a proportion of car parking spaces.

20.15 The District Council intends to periodically undertake reviews of vehicular parking facilities throughout the District as there is a need to consider the adequacy of existing facilities in a number of locations throughout the District and for different forms of transport. Studies are required from time to time to assess provision and to take account of new developments and changing circumstances. These will include a review of the need for different facilities including lorry parks, bicycle parks, disabled vehicle parking areas etc.

Access And Off-Street Parking

TR11 The District Council will require that all development incorporates safe means of access and egress appropriate to the nature of the local highway network and includes sufficient off-street parking in accordance with the guidelines in Appendix 17.

20.16 The District Council's "Car Parking Standards" represent updated refinements, tailored to the character and needs of the District, and are based on standards published by Worcestershire County Council. These standards will be reviewed from time to time. The current standards are included as Appendix 17.

Reduced Car Parking Standards

TR12 On sites where negotiated agreements are reached for a reduced standard of car parking the District Council may request the developer to enter into an agreement under Section 106 of the 1990 Act to prevent a later change of use or intensification of use without improvement to car parking levels.

20.17 Where the District Council accepts lower standards of car parking it may be necessary for an agreement to be reached with the landowner to prevent alternative or intensified land uses occurring without appropriate improvements to car parking levels e.g. elderly person accommodation to unrestricted housing use.

Alternative Modes Of Transport

TR13 In those cases where an application to the District Council is required, and subject to other policies of the Plan, the District Council will view favourably planning applications which directly promote the use of a variety of transport, or which are for related facilities such as secure cycle parking and bus and rail shelters.

20.18 PPG13 "Transport" places importance on broadening the options available to people to travel. Alternative forms of transport to the private car are seen as having less environmental impact and more conducive to the goals of a sustainable environment. The District Council will, where appropriate, encourage, support and initiate schemes which would lead to improvements in the overall transport system.

20.19 Such changes are regarded as a vital link in encouraging the wider use of public transport between employment and residential areas in improving facilities to aid those groups without access to a car.

Car Parking At Railway Stations

TR15 The District Council will seek to encourage more use of rail services by enhancing car parking at railway stations. Potential sites are allocated at Barnt Green (BG2) and Bromsgrove (BROM31). Planning permission will not be granted for development which would prejudice the use of at least part of these sites for that purpose.

20.20 More use can be made of rail routes especially as the District has 4 railway lines running into the conurbation. Where possible the District Council will look to improve car parking facilities adjacent to existing stations and will support proposals for Park and Ride schemes.

20.21 Potential sites at Barnt Green and Bromsgrove are included in the Area Policies section of this Plan. A potential site at Alvechurch (ALVE3) will necessitate greater use of the railway before it is needed. A possible site exists at Wythall but would depend upon negotiations with the landowner regarding dual use parking potential.

Cycle Routes

TR16 The District Council will pursue opportunities to improve/provide cycle facilities in the District and to develop a network of cycle routes. For new developments the Council will expect developers to provide secure parking facilities and cycle paths where appropriate (See Policy TR11).

20.22 The District Council will undertake a study and liaise with the Highway Authority and appropriate interest groups to identify segregated routes for cyclists concentrating on linking the main residential areas with employment areas, schools and town centres, for example adjacent to the A456 from Hagley to Hayley Green. Where appropriate, such as with retail and commercial development, cycle parking facilities will be required. As cycle routes are identified and implemented new development will be expected to provide connections with the cycle network.

RECREATION

21.1 There is a growing awareness of the importance of sport and recreation outside work and the home, to good health and personal well-being. The Countryside Commission published a review of recreation policy entitled "Policies for Enjoyment of the Countryside" in 1987 and more recently "Visitors to the Countryside" in 1991 and these documents have influenced public policy towards countryside recreation along with similar documents published by the Sports Council entitled "A Countryside for Sport" 1990 and "District Sport and Recreation Strategies" 1991. These national bodies concerned with recreation policy in conjunction with PPG17 "Sport and Recreation" published in 1991 highlight the need to make increasing use of the countryside for recreation purposes and to integrate recreation as an essential component of land management. It is within this context that the Local Plan policies have been formulated.

21.2 In order to avoid duplication and over-provision of sports and recreation facilities, the District Council will draw up a sports and recreation strategy incorporating relevant aspects of County Council policy. The strategy will catalogue deficiencies in the provision of facilities and identify suitable sites and types of site for additional sport, recreation and open space provision and guide developers with reasonable certainty to the opportunities for development. It is intended that a hierarchy of parks, recreational routes, sports and visitor facilities will form the basis of the strategy.

21.3 A Tourism Strategy is a mechanism for guiding the tourist industry and developers in the provision of tourism development, including promotion and marketing at the local level. It is seen as a vehicle for the District Council to translate Planning Policy Guidance Note 21 "Tourism" (1992) and the Regional Strategy into operational objectives and actions on the ground.

Outdoor Sport And Recreation In The Green Belt

RAT1 Within the Green Belt development for outdoor sport and outdoor recreation will be directed, where possible, to areas of lower quality agricultural land (grades 3b, 4 and 5).

RAT2 The development of 'outdoor sport' and ‘outdoor recreation’ facilities will be supported in the Green Belt subject to the following criteria;

a) the proposal must not include new building other than that genuinely required for essential facilities which must be solely related to the main outdoor sports use. Encouragement will be given to locating facilities for outdoor sports in existing buildings;

b) the proposed site should be within a reasonable walking distance of an existing public transport service;

c) the proposal should have a safe and convenient access and adequate car parking to the satisfaction of the highway authority;

d) the scale, design and visual appearance of the proposal should not have an adverse effect upon the character or amenities of the surrounding area;

e) there must be no adverse impact upon ecological, environmental or archaeological interests;

f) the proposal must not lead to the generation of excessive noise or other nuisance, such as lighting;

g) an unrelieved concentration of pitches should not be created.

21.4 Planning Policy Guidance Note 17 refers to the opportunities for 'outdoor sport' being appropriate to Green Belt land and the opportunities it may bring for environmental improvement in the Green Belt.

Reference is made to the suitability of existing buildings for conversions along with new small ancillary buildings in very special circumstances. Particular reference is made to opportunities in connection with the redevelopment of redundant hospital sites.

21.5 Elsewhere, the District Council wishes to promote and facilitate the provision of outdoor recreation and greater access to the countryside for public enjoyment in accordance with the Countryside Agency policy, whilst resisting major recreation facilities requiring significant building which would be contrary to Green Belt policy. PPG7 "The Countryside - Environmental Quality and Economic and Social Development" highlights the need to protect the best and most versatile agricultural land (Grades 1, 2 and 3a) from development. Where agricultural land is converted to 'outdoor sports' uses such as a golf course, return to best quality agricultural land is seldom practical. Use of the Green Belt for informal recreation involving access to the open countryside is positively encouraged.

21.6 Noisy sports whilst being a use appropriate to a rural area and falling within the exception to a restrictive Green Belt policy, will be considered in terms of the effect of the proposal on the amenity of nearby residents, the character and amenity of the countryside, ecological and highway considerations. Suitable locations include set-aside farmland and former mineral sites as identified in policy RAT20.

21.7 Proposals for indoor sports will normally be inappropriate in the Green Belt. Likewise the uncontrolled proliferation of sports pitches in the District could have a detrimental impact upon the open countryside and landscape, especially where there is likely to be subsequent demands for changing rooms and clubhouse facilities, training areas and car parking and these will be resisted. There are potential dangers associated with large numbers of cars using narrow roads to and from sports pitches and any proposed access must be able to cater for the number of motor vehicles envisaged.

21.8 Proposals involving the re-use of existing buildings will be favoured over those requiring the construction of new buildings. The District Council will take account of the importance of conserving the natural appearance and character of the landscape and all proposals should minimise the effects of development on flora and fauna in both land and water environments.

21.9 PPG13 "Transport" recognises the importance of ensuring facilities are accessible to a wide range of transport modes. The District Council considers that accessibility by public transport is important for outdoor sport and outdoor recreation facilities. A reasonable walking distance would normally be 400 metres or 5 minutes.

Indoor Sport Development Criteria

RAT3 The District Council will support proposals for new and improved indoor sports and recreation provision, within or adjacent to existing settlements, where a need can be demonstrated and subject to the following criteria:

a) development must accord with the provisions of policy DS2;

b) the scale, design and car parking arrangements should not have an adverse effect upon the character, appearance and environmental amenities of the area;

c) the proposal should have a safe and convenient access to the satisfaction of the highway authority;

d) the proposal should be well related to the public transport network.

21.10 There are limited opportunities for formal indoor sports and recreation within the District. The District Council recognises there is increasing demand for many of these leisure pursuits and supports moves to strengthen indoor sports provision for everyone, including the elderly and those with disabilities for whom access to facilities is especially important. In particular, the District Council wishes to encourage further private sector involvement in providing additional sporting facilities.

21.11 However, modern sports uses have many of the attributes of commercial use in terms of building design, hours of operation and levels of traffic generated. Therefore such uses should be located within or adjacent to the built-up areas. In determining applications for indoor sports uses, reference will be made to other policies in the Local Plan, particularly a proposal's effects on local amenities and its contribution to improved opportunities for the more disadvantaged groups in the District's communities such as those without access to private transport. In exceptional cases where a need can be demonstrated, the District Council may be prepared to consider favourably indoor sports provision involving derelict sites with a previous commercial or industrial use.

Retention Of Open Space

RAT4 The District Council will seek to retain and enhance all public and privately owned open space of recreational and amenity value. Development of open space will only be considered where it can be clearly demonstrated that there is unlikely to be any long-term need to retain it for either recreational or amenity purposes.

Provision Of Open Space

RAT5 The District Council will seek the provision of play space throughout the District in accordance with its standards (see Appendix 14).

21.12 Planning Policy Guidance Note No.17 "Sport and Recreation" clearly states that undeveloped land which has recreational or amenity value should be protected, if it can be demonstrated that there is (or would be) a deficiency in accessible public space in a locality. Private open spaces are also important amenities which may require protection and the District Council will safeguard both public and private open spaces for the community's benefit.

21.13 The standard of 2.43 hectares [6 acres] per 1,000 population, adopted by the District Council, is a minimum provision of playing space. This is made up of two main components: outdoor sports facilities for youths and adults (1.6 - 1.8 ha/'000) [3.9 - 4.4 acres], of which 1.2 ha. [3.0 acres] should be pitches for field sports; children's play space (0.6 - 0.8 ha./'000)[1.5 - 2.0 acres], of which 0.2 - 0.3 ha. [0.5 - 0.75 acres], should be equipped play areas.

21.14 There are three categories of childrens' play space:

1. Local Area of Play (LAP) which is a small area of unsupervised open space specifically designated for young children for play activities close to where they live and within one minute's walking time of home.

2. Local Equipped Area of Play (LEAP) which is an unsupervised play area containing at least five types of play equipment, for children of early school age within five minutes walking time of home.

3. Neighbourhood Equipped Area of Play (NEAP) which is an unsupervised site serving a substantial residential area, equipped mainly for older children with opportunities for play for younger children, within fifteen minutes walking time of home. A minimum of eight types of play equipment should be provided along with kickabout and cycle play opportunities.

21.15 Emphasis in provision will be placed on the importance of social safety, accessibility, play value, the setting and neighbourliness. General site considerations include the need for a reasonably flat, well-drained surface, suitably landscaped and planted. The play area should be located within or as close as possible to the housing areas for which they are intended but far enough away to reduce noise and nuisance to residents. Children should not need to cross major hazards like main roads and adequate safety resources such as pedestrian barriers and safe crossing points will be required to minimise the risk of road-related accidents. The play areas need to be visible from dwellings or well-used pedestrian routes to allow adequate surveillance for the protection of children and play equipment. Regular maintenance must accord with British Safety Standards and impact absorbent safety surfaces must be used.

21.16 The District Council has limited financial resources with which to provide and maintain childrens' play spaces. Therefore the District Council will encourage developers and Parish Councils to play an active part in meeting some of the provision. It may be appropriate for the Authority to seek a planning obligation under Section 106 of the Town and Country Planning Act 1990 (as amended) to secure the provision of facilities where need is directly related to the development proposed.

21.17 The District Council has undertaken extensive survey work and has made detailed assessments of facility requirements based on the adopted District Council standards. Factors taken into account in local assessments of supply and demand include the age profile of the population; accessibility, safety and variety of current outdoor play spaces; and the appropriateness of sites for particular types of recreation. From this work an overall minimum target figure for outdoor play space has been calculated for each Ward in the District (see Appendix 14). Currently the provision of open space falls below the standard in many parts of the District and the District Council will seek to target those locations for new areas of open space which currently have an acute underprovision. A deficiency in outdoor sports pitches has been identified for the District as a whole and is equal to a shortfall of five pitches. Some of this may be made up by dual-use of school playing fields. In addition many of the built-up areas of the District are lacking in casual open space or equipped play areas. A monitoring programme to assess effectiveness in achieving targets for outdoor play space provision will continue.

Open Space Provision In New Residential Developments

RAT6 All new family housing of 0.4 hectares or above will be required to meet the minimum standard for childrens' playing space adopted by the District Council (See Appendix 14) and the laying out and equipping of the sites to the satisfaction of the Local Planning Authority. Other appropriate types of open space and the provision of playing space should relate to the type, scale and location of the housing proposed. Where an outline application is made a planning condition will be imposed requiring that appropriate open space provision will need to be provided at the detailed planning stage.

21.18 The District Council seeks to provide communal outdoor playing space integral to proposed development and not merely parcels of land surplus to the overall layout. For these reasons, the District Council operates the following standards (See also Appendix 14):

1) Within small residential developments of between 10 - 50 units or a minimum site area of 0.4 hectares [1 acre], one Local Area for Play (LAP) will be required. In addition wherever possible a LAP should be provided in even smaller developments, adopting the principle that for all residential development an area of open space should be specifically designated for young children except in sheltered housing and hostel accommodation.

2) Within developments of over 50 units or a minimum site area of 0.8 hectares [2.0 acres], one Local Equipped Area for Play (LEAP) will be required.

3) Within major comprehensive development schemes, a Neighbourhood Equipped Area for Play (NEAP) will be required.

21.19 There are categories of housing which may never accommodate children and where no play provision is necessary. Examples are sheltered housing or certain types of hostel accommodation where the occupancy is controlled. However it will not be assumed that children's play space is not required in single-person accommodation such as retirement apartments where occupancy is not controlled.

21.20 Open space provision for the very young, the elderly and disabled will be required within the area of housing as actually developed. Where childrens' play space is allocated within a new development, the developer will be required to identify the exact location in order for prospective purchasers to be properly informed of the intentions for play facilities. The District Council will consider the different and spatially wider needs of older residents, particularly young adults, within the context of a development's location and will ensure that sufficient land of a suitable size, nature and specification is set aside for sport at a local level in addition to major facilities for the more established sporting clubs that already exist. The only exception to the need for open space provision associated with new residential development, is where it has previously

been agreed with the District Planning Authority that the proposed development does not warrant such provision.

21.21 Where there is satisfactory access to adjacent land of a suitable nature, provision outside the site will be considered sympathetically. This would be subject to an agreement which would involve the free conveyance of the land; and it being laid out and planted to the District Council's satisfaction. Provision will also be subject to the overall level of open space made in the locality and this may allow for the sharing of an existing area of open space.

Sports Hall Standards

RAT7 The District Council will seek to achieve a multi-sports hall standard of 1 sports hall for each community of between 10-20,000 population where:

a) the facility is located outside the Green Belt and is within or immediately adjacent to the settlements of Hagley, Rubery or Wythall;

b) the facility would not involve the irreversible development of the best and most versatile agricultural land;

c) the layout and design of new buildings, car parking and scale of use would not adversely affect the character, appearance or residential activities of the area;

d) the site is readily and safely accessible by both public and private transport;

e) there would be adequate provision of car parking.

21.22 Multi-sports centres are an intensive form of recreation provision with indoor sport and outdoor synthetic or other surfaces capable of intensive use. This can help to met the demand for sports facilities whilst reducing pressure on urban open space. The District Council seeks to implement the West Midlands Council for Sport and Recreation standards for multi-sports halls. The Council recognises the importance of multi-sports halls in contributing to the social fabric of communities, in enhancing the quality of life for more disadvantaged groups and the beneficial role to visitors, recognising the growing links between sport and tourism.

21.23 Consideration will be given to provision through the development of purpose built halls, converted buildings, the dual-use of existing facilities or by extending existing recreational facilities to meet the required standard. Various means may be used to provide the funding for multi-sports halls; joint provision with the County Council as Education Authority; private capital or partnerships between the District Council and local businesses.

21.24 Multi-sports halls, however, have many of the attributes of industrial or commercial uses (in terms of holding design, levels of traffic generated) and therefore open countryside and Green Belt locations are not normally suitable and have the added disadvantage of not being well related to the public transport network.

Dual Use Facilities

RAT8 The District Council will seek the provision of dual use school sports facilities where:

a) the location of the proposed dual use scheme can most effectively meet proven demand;

b) the proposed site is readily and safely accessible by both public and private transport;

c) adequate car parking provision can be made for community use;

d) necessary alterations and extensions can be undertaken sympathetically to existing buildings in order to allow for community use;

e) satisfactory arrangements can be made for the needs of security on the site;

f) any requirements for external floodlighting and an increase in vehicle movements would not adversely affect the residential amenities of the area.

21.25 PPG 17 refers to the desirability in appropriate circumstances of making available school facilities to meet the wider needs of the community. This can lead to additional opportunities for community participation in sport and recreational activities and relieve pressure on land uses in those areas where there is a shortage of such facilities. Currently schools in Bromsgrove, Hagley and Wythall have dual-use facilities and schemes are being sought in Rubery.

21.26 The term 'dual-use' covers all situations in which the community is afforded access to school facilities for sport and recreation irrespective of the detailed financial and management arrangement of schools or original intentions which guided the planning and provision of the facilities. Dual-use sports facilities include: swimming pools (outdoors and covered), sports halls and gymnasiums, specialist facilities such as squash courts and other facilities which could have multiple usage (e.g. a dining area or school hall).

21.27 The suitability of a school for dual-use does not distinguish between types of school: they include county and voluntary schools; grant maintained and public schools; large and small; single sex and mixed; urban and rural. However, particular care will be required in evaluating the potential for dual-use in primary schools since these buildings are designed specifically for the physical needs of younger children. Similar care is required in evaluating special schools for dual-use.

Development On Allotments

RAT9 The District Council will refuse the development of existing statutory and other allotment sites unless it can be demonstrated that demand does not justify the retention of an existing site or where adequate replacement allotments are proposed. Alternative uses for private allotments will be considered against the other policies of this Local Plan.

21.28 The District Council operates 9 allotment sites. These are indicated in Appendix 15. Allotments are an important facility for the community and often represent years of public and individual investment. In recent years the demand for allotment plots as measured by waiting lists has reduced and on certain sites there would appear to be a degree of excess capacity. Nonetheless demand for allotments could rise again during the plan period as a consequence of such factors as increased leisure time, an appreciation of the benefits of home grown produce and the provision of relatively small gardens within new housing developments. Where well-used allotments are subject to proposals for development the developer should make arrangements for the provision of an equal amount of land for allotment use on land suitable for cultivation, readily accessible by foot, bicycle and car to the residential areas they serve and provide adequate parking within or adjacent to the site.

Potential For Informal Recreation Facilities

RAT11 The District Council recognises the potential for informal recreational facilities alongside:

a) the Worcester-Birmingham canal;

b) the Stratford-upon-Avon canal;

c) the North Worcestershire footpath;

d) Icknield Street.

and will encourage the provision of picnic areas, parking areas, moorings etc. where appropriate to serve this purpose.

21.29 These routes pass through areas which are of special interest either for their landscape quality or architectural/historical associations and are, therefore, considered to be particularly attractive for such recreational purposes. The County Council is extending its network of medium distance footpaths and ancillary facilities. Further liaison with British Waterways, the Environment Agency, the Countryside Commission (now Countryside Agency) and the County Council may reveal additional demand for small scale facilities that will improve the area's recreational potential.

Rights of Way

22.1 The Countryside Commission's Report "Visitors to the Countryside" 1991 identifies walking as the most popular and widely undertaken countryside activity. The Countryside Commission (now Countryside Agency) has set out to develop and promote a network of public rights of way, broken down into four categories:

1. Parish Paths and Community Paths

   Signed from the road and marked on Ordnance Survey maps, kept open and legally protected but not promoted. They are for those who wish to find their own way through the countryside. They also constitute a reserve on which to draw for future development and the promotion of walking, cycling and riding routes.

2. Local Walks and Rides

   Signed and fully waymarked, promoted and developed for popular local use from home or a holiday base.

3. Regional Routes

   Larger, named paths offering more than a day's travelling, perhaps following a theme or feature and having some potential for tourism.

4. National Trails

   Paths that have the character and quality to be truly national: allowing an extensive journey on foot, horseback or bicycle and capable of attracting tourist use from home and abroad.

22.2 Within the District, the North Worcestershire Path is a regional route and there are proposals for extensions to this and other Regional Routes originating in neighbouring counties such as that from Forhill to Broadway linking to the Cotswold Way, a National Trail.

Support For Public Rights Of Way

RAT12 The District Council will, in conjunction with the County Council, actively support and promote the use of public rights of way for recreational purposes through a recognised network of public paths, routes and trails. Liaison will take place with other bodies as necessary to ensure landscape, agricultural, conservation and user interests are taken into account.

22.3 The County Council, as Highway Authority, is responsible for the maintenance and general enforcement of public rights of way although the District Council acts as agent of the Highway Authority within the Urban Cordon area. The District Council and County Council will continue to upgrade the public footpath and bridleway network to ensure that there is continued and wide-ranging public access to the countryside, whilst protecting agricultural and conservation interests. Waymarking, promotion and management of a network of routes can benefit these interests by ensuring visitors, walkers and riders keep to defined paths and by directing them away from sensitive areas. Considerable opportunities exist for developing footpaths and bridleways especially shorter, circular walks or rides which either provide access from urban areas to wider countryside; are based on existing recreational facilities of interest or link with Regional Routes.

22.4 Promotion of the North Worcestershire Path as an important local recreational resource together with its tourism potential will be undertaken by the District Council. Financial resources are likely to be dependent upon availability from Worcestershire County Council and the Countryside Commission (now Countryside Agency) such as the North Worcestershire Countryside Action Project Footpath Officer scheme and the Adopt a Path scheme involving Parish Councils and other local groups.

Stopping-Up A Right Of Way

RAT13 Where a proposed development would require stopping-up of a right of way a suitable alternative route will be provided to the satisfaction of the Local Planning Authority.

22.5 In order to ensure the continuing effectiveness of the rights of way network the District Council will liaise with the Highway Authority so that in the case of re-routing, due to development, accessibility and convenience for residents and pedestrians is maintained.

Equestrian Activities

RAT16 Proposals involving the use of agricultural land for equestrian pursuits in the Green Belt will be favourably considered in so far as the siting, materials or design of any new stabling and other associated development does not conflict with the visual amenities of the Green Belt and the proposal conforms to the criteria contained within policy RAT17.

Stabling

RAT17 Proposals for stabling and associated development will be considered against the following criteria:

a) new buildings should be 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. Save in exceptional circumstances they will only be permitted where they are closely related to existing farm buildings or other groups of buildings;

b) where possible the re-use of existing agricultural buildings should be achieved;

c) the design, materials and landscaping treatment must be of a high standard and sensitive to its surroundings of the rural area in order to protect the visual amenity of the Green Belt and to ensure integration of any buildings into the rural setting;

d) adequate highway and bridleway access and parking facilities must exist or can be provided without detriment to highway safety or the visual amenities of the Green Belt;

e) new stabling should be large enough for the safety and comfort of the horse and meet the Council's standards of between 3 x 3.7m (10 x 12 ft.) x and 3.7 x 3.7m (12 x 12 ft.) with a height of between 2.7 – 3.4m (9 – 11ft) for each horse.

f) where stabling is not provided, applicants will need to demonstrate that the Council's standards of 0.6 – 0.8 ha. (1.5 – 2 acres) of pasture for grazing is available for the keeping of each horse;

g) the impact of the proposal including the cumulative impact with other equestrian related development or development for which there is planning permission must not be such as to harm the openness of the Green Belt;

h) where exceptionally a site in open countryside is allowed, the proposal should be integrated with existing planting and landform to minimise the impact on visual amenity;

i) the proposal would not have an adverse effect on vegetation or lead to soil erosion;

j) adequate provision should be made for the storage and disposal of waste materials without detriment to the amenities of the occupiers of any neighbouring properties and without pollution of any watercourse or water supply sources.

22.6 The pasturing of horses is becoming a more dominant use in the rural landscape particularly in view of the diminishing use of the countryside for traditional farming practices and the increasingly popular pastime of riding. Generally, stabling for horses on a limited scale (horses owned for recreational/personal use) where carefully integrated with existing farm or other groups of buildings, will be acceptable. Conflict with Green Belt policy is most likely to arise when the development of isolated stabling and ancillary buildings associated with horses is proposed. Demand for such isolated stabling away from any farm or housing may stem from the tendency towards fragmentation of farm units, resulting in the purchase of small parcels of land by horse owners, often without any existing buildings. The individual and cumulative impact of such development in the countryside can erode its open character and be detrimental to the visual amenities of the Green Belt. Proposals will be judged in particular against DS2 and RAT2. Stabling for commercial equestrian uses such as riding schools and arenas, trekking centres, livery yards, stud farms and racing stables will be judged on their merits but are likely to conflict with the main purpose of Green Belt policy where associated buildings are of a scale which is detrimental to the visual amenity of the Green Belt. The Council has adopted the standards of the British Horse Society for the keeping and welfare of horses.

Safeguarding Commons And Greens

RAT19 The District Council will seek to safeguard Commons and Greens in the District for their contribution to public open space. Similarly the Council will safeguard and improve public access to Commons and Greens for the purpose of informal recreation, where it is compatible with conservation and agricultural interests.

22.7 Access to the countryside can be improved through the appropriate use of common land with 'de facto' access. However, the success of improved recreational use will often depend on management agreements on publicly-owned and Section 9 Commons. Encouragement will continue to be given to local community involvement in the care, protection and management of access to Commons and Greens. Appendix 15 lists the registered Commons and Greens in the District.

Re-Use Of Mineral Workings For Recreational Activities

RAT20 The District Council will encourage the re-use of worked-out mineral workings and former waste disposal sites for recreational purposes where the provision of such facilities is considered to be beneficial to the community and would contribute to the landscape. The District Council will not permit recreational development on sites where restoration to original best and most versatile agricultural land quality is possible.

22.8 When planning applications for mineral extraction have already been granted by the County Planning Authority, the long-term re-use of the land has to be considered. The quality of land will be a primary consideration in determining proposals for re-use. In many cases the appropriate re-use could be for recreation involving active pursuits such as archery and shooting ranges, motor or water sports or informal pursuits such as picnic sites and viewpoints.

22.9 Some of these activities may be suitable at the red sand quarries near Belbroughton when the current extraction is complete. Proposals for noisy sports should fulfil the Sports Council (now Sport England) locational criteria. Landscape assessment and the availability of recreational facilities locally will be the determining factors and applicants will need to provide sufficient details in order for the effect on the appearance of the landscape to be analysed. Such details will include existing and proposed profiles of the land and full details of existing and proposed drainage patterns for the area including effects on surface water and groundwater quality.

Golf Courses

RAT21 In considering proposals for the development of golf courses and related developments, the District Council will ensure that:

a) development will not be permitted on the best and most versatile agricultural land;

b) proposals in the Green Belt and Landscape Protection Areas will not cause harm or adversely affect the landscape quality of those areas;

c) proposals in the Green Belt should utilise existing buildings which will be limited to facilities essential for the functioning of the golf club or course;

d) at the detailed stage proposals for golf courses should be accompanied by comprehensive landscaping schemes, giving details of significant existing landscape factors and significant proposed recontouring, new planting and screening;

e) existing features and areas of landscape and nature conservation and archaeological value are conserved and enhanced;

f) the interests of users of public rights of way are safeguarded;

g) the traffic generated by the proposal does not adversely affect the safety of the existing road network and adequate car parking facilities can be provided within the site for the likely needs arising from the proposal;

h) proposals must be accompanied by sufficient supporting information to enable the District Council to determine the effects on the water environment.

22.10 Over recent years the demand for golf facilities has increased significantly, both nationally and within Bromsgrove. This increase is largely due to the growth in the popularity of golf, combined with the current surplus of agricultural land and the diversification of agricultural land use.

22.11 Bromsgrove District Council has granted planning permission for three new golf courses and one driving range since 1986. Of these, one eighteen hole pay and play course and one driving range at Slideslow Farm, Bromsgrove, have been implemented. One eighteen hole course at Cherry Tree Farm, Tutnall, is under construction. In addition, a practice area has been granted permission, adjacent to an existing private golf club at Blackwell.

22.12 The West Midlands Council for Sport and Recreation adopted a standard for provision of one golf facility per 25,000 population. On the basis of this, the District has sufficient courses to meet its own population needs, but the District also has an additional role in meeting demand from the residents of the Birmingham Conurbation.

22.13 Whilst golf as a land use may be generally appropriate in the countryside, it must not be assumed that all sites will be acceptable. Particular care will be taken in assessing proposals which affect Landscape Protection Areas. In all cases careful consideration will be given to aspects such as associated facilities, earth mounding and scouring and landscaping in order to protect the character and appearance of the countryside.

22.14 Whilst outdoor sport is considered a suitable land use in the Green Belt, new building development is not except in very special circumstances. Therefore the conversion of existing redundant rural buildings may be needed to facilitate a golf course. Only in very special circumstances will the construction of small ancillary buildings or extensions to serve the golf course be permitted.

22.15 The District Council is aware of the safety problems which can arise where golf courses are crossed or adjoin public rights of way. In considering the detailed proposals, the District Council will wish to minimise the possible risk to users of rights of way.

22.16 The District Council will seek the advice of the Sports Council (now Sport England) in respect of all applications for golf courses.

Tourism

23.1 Tourism is one of the fastest growing industries nationally and it can make a major contribution to the prosperity of an area. Tourism can provide opportunities for improving the economy of rural areas where potential for growth in other forms of services and industry is limited and is therefore relevant to Bromsgrove where so much of the District is designated Green Belt. However, tourism depends on a high quality environment and therefore the needs of tourism have to be managed in order to achieve environmental protection and enhancement. The central objective is to achieve 'sustainable development' that serves the interests of both economic growth and conservation of the environment.

23.2 The District Council has initiated a number of projects in line with earlier reports produced for the Authority by the Heart of England Tourist Board in 1985 and 1988. More recently "Quality First: A Tourism Strategy for the Heart of England into the 1990's" published in 1989, identifies priorities for action at a regional level and provides a framework for the development of local Tourism Action Programme Strategies. Bromsgrove's main tourism asset is its accessibility, road network communications are excellent with the M5 and M42 motorways passing through the District. Bromsgrove is well placed as a touring base for places such as the Severn Valley, Wyre Forest, Worcester, Shakespeare's Country and the entertainment and nightlife of Birmingham. In business tourism terms the N.E.C. and the International Convention Centre are extremely close.

23.3 The main visitor attractions are the Avoncroft Museum of Buildings at Stoke Heath, Hagley Hall and the County Parks located in the Clent, Waseley and Lickey Hills in the north of the District which have appeal to tourists and day visitors alike. The District is the centre for canal holidays at Alvechurch and Stoke Prior with associated visitor facilities and canalside pubs.

23.4 Annual events contribute to visitor interest particularly the Bromsgrove Music Festival which features international artists.

Tourism Schemes

RAT22 The District Council will encourage proposals that improve the quality, appeal and range of visitor attractions, activities and facilities and which make a positive contribution to the economic, social and environmental well-being of the District. Particular encouragement will be given to those proposals which have a special affinity with the physical environment. Proposals in the Green Belt and Landscape Protection Areas will be considered in the context of the policies applicable in these locations.

23.5 Whilst the growth of tourism is of undoubted economic benefit, it is important to encourage those forms of development which are appropriate to the predominantly rural character of Bromsgrove District, which is largely Green Belt and to promote those activities which draw on the intrinsic character, history and traditions of the area itself. Such forms of tourism will contribute towards the '7' principles of sustainable tourism agreed by the Secretary of State for Employment's Tourism and Environment Task Force in 1991.

23.6 Visitor attractions and activities have an increasingly important role to play in creating a reason for visits to the area, retaining visitors' interest and encouraging longer stays and more spending and providing recreational and educational facilities for local residents. The District Council seeks to encourage more, or improved attractions that are better able to perform this role.

23.7 The main opportunities for new attractions are for creative, well funded themed attractions related to the area's heritage and for those related to past or present day industry such as visitor centres, interpretation sites and factory visits based for example on the District's associations with canals, salt workings, rail and tram history.

RAT23 The District Council will support the development of sustainable tourism schemes by allowing proposals for new tourism initiatives or the expansion of existing ones which comply with the planning policies of the District Council. Special attention will be given to:

a) encouraging tourism development that extends the tourist season;

b) increasing the number of attractions for tourists to visit;

c) providing tourist facilities of high quality;

d) conserving the urban and rural environments.

23.8 The District Council will endeavour to secure increased opening times at existing attractions, encourage linkages between attractions, joint marketing and the packaging of attractions with accommodation.

23.9 The Heart of England Tourist Board is well able to develop, promote and market the region as a whole but it is the role of the District Council in co-operation with the Bromsgrove Area Tourism Association (B.A.T.A.) to pay particular attention to the development of tourism, its promotion and marketing at the local level since it is best placed to identify local tourism strengths and weaknesses as a means of assessing potential for tourism growth. As the District is small and without attractions of national importance it is important that the initiatives already taken regarding the promotion and marketing of the area is co-ordinated and undertaken jointly with other enterprises and District Councils to heighten awareness of North Worcestershire as a whole. Lack of product identity and a strong image currently constrains marketing opportunities.

New Hotels

RAT24 The District Council will only permit proposals for the development of new hotels (including motels, inns and guest houses) outside the Green Belt subject to the following criteria:

a) the type and location of the proposed accommodation does not adversely affect the character or amenities of the surrounding area, especially those resulting from noise, disturbance or overlooking;

b) the proposed development complements its surroundings through sympathetic design, use of materials and appropriate landscaping;

c) there are no adverse effects on the transport network;

d) access, parking and service arrangements must be to the satisfaction of the District Council (See Appendix 17);

e) the proposal does not compromise the supply of housing or employment land.

23.10 Hotel provision can bring economic and employment benefits for the local community. Bromsgrove's accommodation stock shares a common strength in its semi-rural location, yet good accessibility and proximity to the Birmingham conurbation and international communication links. The potential of the motorway network, proximity of the N.E.C. and International Convention Centre makes it appropriate for the District to encourage an increase in quality accommodation to serve as a base for existing conference venues and with its own potential to cater for the business and conference trade.

23.11 Bromsgrove is also well placed, as a touring base, to cater for the fast growing short-breaks and group visitor markets, especially with the advent of the M42 and M40 motorway links to major heritage attractions in the region. Encouragement will be given to budget-type hotel and group accommodation in order to cater for the growing short-break market.

23.12 Hotel development in some exceptional circumstances may be appropriate in commercial areas on former industrial sites where such sites are not required for other forms of employment. All detailed planning

proposals for hotel development should be accompanied by provisions for advertisements, so that they can be incorporated into the overall design and not appear as an afterthought.

Extensions To Hotels

RAT25 Extensions to existing hotels (including motels, inns and guest houses) will be considered subject to the following criteria:

a) within the Green Belt all proposals must be in accordance with the provisions of Policy DS2;

b) there must be no adverse impact on residential or rural activity;

c) proposals must be in scale and character with the original building;

d) there must be no adverse effects on the transport network;

e) access, parking and service arrangements must be to the satisfaction of the District Council (See Appendix 17).

23.13 Extensions to existing hotels, including additional bedroom accommodation can help to ensure future viability of a business. By fully utilising the potential of an existing site without a disproportionate increase in scale, extensions make a useful contribution to the accommodation stock of the District. In all cases the design and layout of the proposed extensions must be in keeping with the site and location and should not be unduly intrusive by reason of size, materials and illumination.

Conversion Of Buildings To Hotels

RAT26 Proposals for the conversion or adaptation of existing buildings to hotels (including motels, inns and guest houses) will be considered favourably, subject to the following criteria:

a) within the Green Belt all proposals must be in accordance with Policies DS2, S13A and C27;

b) the proposal is not visually intrusive and complements its surroundings;

c) there are no adverse effects on the transport network;

d) extensions which are in scale and character to the original building may be acceptable as part of a conversion proposal;

e) access, parking and service arrangements must be to the satisfaction of the District Council (See Appendix 17).

23.14 There are a number of large properties in the District, particularly in the rural areas, which may no longer be suitable for private, domestic use but which may lend themselves to adaptation and modernisation as hotels and thereby contribute to the District's local economy.

23.15 However, the District Council will need to be satisfied that any adverse environmental, social and traffic factors generated by the proposal do not override the benefits accruing from the conversion. Where the proposal is likely to have an adverse effect on the amenities of adjoining residential properties or the countryside, the District Council will resist development.

Self-Catering Accomodation

RAT27 The District Council will encourage the development of self-catering accommodation, not coming within the scope of RAT28 and RAT29, in or adjoining existing settlements outside the Green Belt. In the Green Belt proposals must be in accordance with Policies DS2, C27, C27A and C27B.

23.16 There is a lack of high quality self-catering accommodation in the District to meet the demands of this expanding market. Self-catering accommodation is particularly in demand for short-breaks and out-of-season holidays and that which is of good quality and well marketed achieves high levels of occupancy throughout the region. Particular encouragement will be given to characterful conversions providing small groups of units and central facilities.

Farm-Based Accomodation

RAT28 Proposals for tourist accommodation as a supplementary activity on working farms will be encouraged in accordance with policies C31 and C32. Where consent is given for the re-use of a rural building associated with farm diversification, the District Council may wish to seek a planning obligation under Section 106 of the Town and Country Planning Act 1990 to tie the building to the farm holding. Such accommodation should be any of the following:

a) serviced or self-catering accommodation provided within the farmhouse, or farm buildings;

b) the conversion of appropriate rural buildings for serviced or self-catering units.

Where consent is given for the re-use of a rural building associated with farm diversification, the District Council may wish to seek a planning obligation under Section 106 of the Town and Country Planning Act 1990 to tie the building to the farm holding.

23.17 Farm tourism is an increasingly important element in the economics of farming today with benefits for farmers through increased income and maintenance of the existing land holding, for the local community through increased trade for local services and retailers and for the visitor through provision of quality, characterful, budget accommodation. There is a growing trend in demand for outdoor and rural activity holidays linked to rural accommodation for which farm tourism is well placed to prosper. Small sites for touring tents and touring caravans which enjoy permitted development rights under the Town and Country Planning (General Permitted Development) Order 1995, Parts 4 and 5, will be encouraged where they are associated with farm diversification schemes and located close to existing groups of buildings. Such sites can make a useful contribution to farm tourism. The District Council would have regard to Policy C4 concerning AGLVs and LPAs. If necessary, the District Council would consider the need for an Article 4 Direction. Further advice involving the conversion of rural buildings can be found in the District Council's design guidance "The Conversion of Rural Buildings 1994".

23.18 Bromsgrove has some potential to attract transit stops off motorways, especially for journeys between the north of England and the West Country. In addition the vicinity of the N.E.C. and major heritage attractions in the region make Bromsgrove attractive to the touring caravan and tent market.

Static Holiday Caravans Or Chalet Sites

RAT29 There will be a presumption against the development of further static holiday caravans or chalet sites in the Green Belt including extensions to existing sites.

23.19 A proliferation of holiday accommodation of this type is regarded as inappropriate in a Green Belt area. These uses are often sited in open countryside and can be visually intrusive.

Caravan Storage

RAT30 New open storage facilities for touring caravans will not be acceptable in the Green Belt.

23.20 Whilst the storage of touring caravans can present a problem for owners who cannot accommodate their caravans on their own property, new open storage facilities for caravans on sites in the countryside are likely to have an unacceptable impact upon the Green Belt and / or landscape of the area.

Visitor Facilities

RAT33 The District Council will support the improved provision of Tourist Information Centres and Tourist Information Points, visitor car parks and tourist signposting schemes at appropriate locations where:

a) the proposals are compatible with Green Belt policy;

b) these would not adversely affect the character and appearance of the area;

c) there would be no adverse impact on sites of ecological, architectural or archaeological importance;

d) the proposal would not adversely affect the safety of the road system.

23.21 The District Council wishes to improve tourism infrastructure such as visitors' car parks, toilets and facilities for the disabled in order to enhance the attractiveness of the District as a tourist destination. However, it is unlikely that such facilities will be totally financed by the Local Authority. The improved provision of tourism infrastructure will be of benefit to the local community as well as the visitor.

Tourist Potential Of Canals

RAT34 The District Council will support the enhancement and development of the Worcester and Birmingham and Stratford-upon-Avon Canals in conjunction with landowners and British Waterways for tourism activities and as important amenity and heritage features in their own right. Proposals will be considered against the following criteria:

a) schemes must be compatible with Green Belt policy;

b) proposals should utilise existing buildings wherever possible to avoid the need for new buildings;

c) adequate landscaping is proposed where appropriate to reduce the impact of change in the immediate vicinity of any scheme and on the wider landscape;

d) adequate vehicular access and parking facilities are provided commensurate with the level of activity that can reasonably be supported by any facility;

e) proposals should minimise the impact of any scheme on sites of architectural, archaeological, ecological, historic or landscape importance.

23.22 The Worcester and Birmingham Canal is a well-used boating holiday centre but potential exists for maximising the potential of the canal for both visitors and local residents to enjoy. Features such as interpretative sites, associated walks and landscaped areas and the possibility of a canal centre (see policy TARD1) are under consideration. Such proposals will need to be very carefully detailed to avoid any adverse impact on the environmental features and attractions of the existing canal. Similar considerations will apply to the Stratford-upon-Avon Canal.

Coach/Bus Parking Facilities

RAT35 The District Council will consider proposals for coach and bus parking facilities which are well-related to tourist facilities in line with the following criteria:

a) there would be no adverse affect on the amenities of neighbouring residential properties;

b) the proposal is well-related and safely accessible to the highway network;

c) there would be no adverse impact on the landscape or sites or features of ecological, historic, archaeological or architectural interest;

d) appropriate landscaping measures are taken to integrate the development into the landscape.

23.23 The District Council wishes to support tourism and with the physical proximity of Bromsgrove to the motorway network, provision of parking facilities for coaches is required. In particular, coach parking provision at the Stourbridge Road car park in Bromsgrove would facilitate increased visitor interest in the Bromsgrove Museum, TIC, Housman Trail, shopping and restaurant facilities in the predominantly Georgian High Street.

Environmental Services

24.1 This section focuses on the role of the Local Plan in seeking to achieve an appropriate balance between the development process and the provision of essential services at reasonable financial and environmental cost.

Protection Of Natural Watercourse Systems

ES1 The District Council recognises the importance of the natural watercourse system for providing essential drainage of land and will protect that function against adverse forms of development, specifically to prevent:

(a) the loss of access to watercourses for future maintenance;

(b) the loss of natural flood plain, except where fully effective compensatory measures are provided as agreed with the Local Planning Authority;

(c) drainage from development giving rise to substantial changes in the characteristics of surface water run-off unless adequate off site works can be provided;

(d) the District Council will ensure that no development involving the storage of oils and chemicals shall take place unless adequate measures have been taken to prevent discharge to watercourses in the event of spillages and/or leaks.

24.2 The District Council will consult with the Environment Agency and other relevant agencies where development is proposed adjoining or draining directly or indirectly to any watercourse.

24.3 Access for maintenance of watercourses will normally require an 8 metre corridor on both banks of the watercourse where there is no flood plain of a greater extent, completely free of any obstruction such as fences, sheds or gardens which would affect the use of operating machinery, disposal and spreading of dredgings and future watercourse improvements. This will necessitate excluding the area from development plots completely and links with policy C12 on the conservation of wildlife corridors.

Restrictions On Development Where Risk Of Flooding

ES2 Proposals involving new development i.e. structures, alteration of ground levels or the erection of temporary buildings will not normally be permitted where there is a known risk of flooding, or where the Environment Agency indicate there are potential problems. Where balancing is necessary the developer must demonstrate that adequate provision for future maintenance of the balancing device has been made. This may be accomplished by an appropriate Section 106 planning obligation.

24.4 Advice will be taken from the Environment Agency on all development which may affect or be affected by the flooding of streams, rivers or watercourses. Where development is likely to cause short term run-off problems balancing areas may be required to achieve a satisfactory solution. The Spadesbourne and Battlefield Brooks have known capacity problems and for many sites outlined within the catchment areas of these watercourses developers will have to provide for controlled surface run-off from the development.

Sewerage Systems

ES3 For sites where connection to existing main sewerage is practicable, the District Council will oppose any development incorporating individual sewage treatment facilities. Where there is a potential for high density infill and main sewerage is unavailable, the District Council would seek to promote and coordinate public sewage disposal facilities or require developers to demonstrate that the multiple use of individual facilities such as septic tanks is feasible without causing a public health nuisance and possible water pollution. The District Council will encourage the use of Section 106 agreements to ensure any such private drainage/treatment plant is properly maintained.

24.5 In any part of the District where development accords with other policies of the Local Plan a proposal may still be unacceptable if there is the possibility of effluent polluting local watercourses or groundwater. The District Council will not allow development which would result in damage to the physical environment and will consult with the necessary relevant agencies. Schemes where adequate treatment and acceptable siting can be assured are likely to be acceptable.

Groundwater Protection

ES4 The District Council will not allow development proposals which either individually or in combination with other similar developments, would result in pollution or derogation of groundwater.

24.6 Where relevant the District Council will consult with the Environment Agency and have regard to its document "Policy and Practice for the Protection of Groundwater" where proposals will have a potential impact on groundwater resources. The Council will also have regard to the designation of any Nitrate Sensitive Areas. A large area of the District is classified as a major aquifer from which large quantities of groundwater are abstracted for potable water supply. The Council will aid the Environment Agency in seeking to protect this vulnerable and important resource.

Sewerage Treatment Facility Provision

ES5 The District Council will ensure that where sewerage and/or sewage treatment capacity is required development will not be allowed to be occupied in advance of the completion of the improved facilities.

24.7 The District Council may be prepared to grant permission for a development having an adverse effect on foul or surface water drainage capabilities where the developer is prepared to enter into a prior agreement under existing legislation concerning private contributions to off-site drainage works. Highway drainage proposed by the developer must be demonstrated to the District Council to outfall to an adequate system prior to the commencement of site works. Where improved sewage treatment facilities are identified as necessary, a planning condition will be attached to the permission.

Use Of Soakaways

ES6 Where new housing development is proposed and situated on an aquifer there will be a presumption in favour of discharging storm water via soakaways rather than sewers or watercourses unless it can be shown to the satisfaction of the Local Planning Authority that ground conditions are not suitable.

24.8 A large proportion of the District overlies an aquifer of considerable importance as a source of public water supply. The supply of water drawn from the aquifer is at present greater than the amount of water returning and ground water levels are slowly falling. By encouraging the use of soakways on new housing developments, the aquifer may be recharged by percolation clean/uncontaminated of water. In some instances disposal be means of soakways may not be practical due to ground conditions. In these cases the District Council would respond favourably to a percolation report from a qualified consultant that adequately demonstrated this fact.

Sites Suspected Of Contamination

ES7 The District Council, may require that a full independent survey and analysis is undertaken for any land where widespread or toxic contamination is suspected before planning permission is granted for new development or for a change of land use.

24.9 Where appropriate a planning condition will be imposed requiring the removal and treatment of all hazardous material found on the development site. The District Council will fully consult with the Environment Agency.

Development Near Hazardous Installations

ES8 The District Council, in consultation with relevant agencies, will consider applications on their merits where these involve the location of buildings and land uses close to notified hazardous installations and waste disposal sites.

24.10 Proposals involving residential development, schools, social or community buildings located adjacent to hazardous installations will be opposed. The District Council is required to notify the Health and Safety Executive of planning applications within specified distances of such sites. The District Council will take into account their comments and those of other relevant agencies and may seek to restrict development to a greater distance from the installation than the normal if this is considered appropriate. Concern has been expressed over the possible dangers of radiation emanating from high voltage overhead power cables. In the light of evidence available today, the National Grid Company does not believe that the electric or magnetic fields from its power lines present any public health risk. This view is supported by a number of national and international bodies who have reviewed the situation. However the District Council will continue to monitor information and research available on this and any other potentially hazardous installation that should come to light during the Plan period and will act in accordance with the advice received.

Undergrounding Of Supply Cables

ES9 The District Council will encourage the placing of all telephone and low voltage electricity service lines underground and will adopt a priority list for the undergrounding of existing telephone and electricity service lines in Conservation Areas.

24.11 Service lines are normally run underground in the building of new estates but there are a number of areas within the District where telephone cables and overhead electricity distribution lines seriously detract from the street scene. This is particularly noticeable in Conservation Areas. The District Council will therefore encourage the service providers at relevant times - replacement, redevelopment to remove intrusive lines preferably via undergrounding but also by the re-routing of lines where undergrounding is not feasible. The District Council will maintain a list of priority locations in the form of supplementary planning guidance for undergrounding works.

24.12 The District Council will ensure that the requirements of the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988 are satisfied for those projects which require environmental assessment under the Regulations. In other cases, a developer will be encouraged to submit an appropriate study of the effects of major proposals wherever the District Council believes this can be justified or when there is public concern.

Energy Efficiency Of Buildings

ES11 The District Council will support measures by developers to improve the energy efficiency of all building forms. Where possible the District Council will provide advice to interested parties on appropriate measures which can be undertaken.

24.13 From an environmental perspective it is sensible to encourage the better design and construction of buildings to maximise energy efficiency. The District Council will support initiatives and will provide advice where it is in a position to do so.

Provision Of Recycling Facilities

ES12 The District Council will make provision for recycling facilities at its Depot site at Aston Fields and selected public parking locations throughout the District.

24.14 The District Council is committed to the more efficient use of resources. To this end the District Council intends to designate collection points for recycled materials.

Development Of Telecommunication Facilities

ES13 Proposals involving the development of telecommunication facilities, beyond those allowed under Permitted Development Rights, will be considered against the following criteria:

a) the applicant can demonstrate to the satisfaction of the District Council that no opportunities exist for mast sharing or for the use of existing buildings or other structures;

b) the development is sited and designed to minimise its impact on the landscape;

c) that, where appropriate, a landscaping scheme is undertaken for the installation, including the access works;

d) that, where appropriate, the applicant agrees to the removal of any existing redundant or obsolete equipment.

In considering such proposals the District Council will have particular regard to its duties to conserve and enhance the character of Conservation Areas, to safeguard the special character of Listed Buildings and to protect the characteristics of other specially designated areas, such as Landscape Protection Areas.

24.15 The development of telecommunications infrastructure is increasing the demand for the erection of equipment and structures associated with this technology. The District Council is concerned at the environmental consequences which could result from a proliferation in the number and types of sites which may be required. Such demand needs to be balanced particularly with the protection of more sensitive locations and attractive landscapes. As advised in PPG8 (Telecommunications), health considerations and public concern can in principle be material considerations when considering planning applications but the planning system is not the place for determining health safeguards. If a proposed mobile phone base station meets the International Commission on Non-Ionizing Radiation Protection (ICNIRP) guidelines for public exposure it should not be necessary for a local planning authority in processing an application for planning permission or prior approval, to consider further health aspects and concerns about them.

Development Near Pollution Sources

ES14 Where development is proposed close to sources of pollution and this would be likely to adversely affect the amenity of those occupying the subsequent scheme; or where a proposal for a new development may itself be a potential source of pollution, the District Council will seek to ensure that the conflict between such land uses can be ameliorated to its satisfaction. The Council will expect measures to be incorporated to overcome the pollution problem on site. Where this is not possible other measures may be required immediately adjacent to the site e.g.

bunding. If an appropriate solution cannot be achieved a planning permission will not be forthcoming.

24.16 Planning Policy Guidance Note 23 "Planning and Pollution Control" issued in August 1994 notes that pollution is a material planning consideration. The effects of pollution can be detrimental to the amenity of an area and, in particular, to those people living and working there. The District Council will therefore seek advice from the relevant agencies on this matter. N.B. Pollution is used here to encompass effects on air, water and land.

Noise Sensitive Development

ES14A Proposals for noise-sensitive developments (e.g. housing, hospitals and schools) must be located away from existing sources of significant noise. Proposals for potentially noisy developments must be located in areas where noise will not be such an important consideration or where its impact can be minimised.

24.17 Planning Policy Guidance Note 24 "Planning and Noise" issued in September 1994 notes that the impact of noise can be a material planning consideration. Noise can have a significant effect on the environment and on the quality of life enjoyed. The District Council will seek advice from the Environmental Health Section when determining proposals where noise or vibration considerations are paramount.

Renewable Energy

ES15 Proposals for exploiting sources of renewable energy will be carefully considered by the District Council for their impact on the landscape, wildlife and other relevant factors. Where the impact of the technology being proposed is considered compatible with both the immediate and wider community interests then schemes may prove acceptable.

24.18 The District Council will be sympathetic to appropriate schemes designed to exploit renewable energy sources. The District Council will, however, be primarily concerned with the visual impact of any scheme but also other relevant factors as noted in PPG22 "Renewable Energy".

Reforming Of Land

ES16 Applications for development which involves significant reforming of land and/or the importation of material of any kind, the purpose of which is to engineer levels which differ from existing levels, will be considered against the relative benefits and disbenefits of the proposal. In particular, the Council will take the following factors into account:

a) the number of vehicle movements;
b) the quantity and type of the proposed infill material;
c) the effect on the landscape;
d) the impact on the amenities of local residents;
e) regard for general safety.

Where the disadvantages arising from such proposals outweigh the benefits to the community the Council will refuse planning permission.

24.19 The Council has witnessed a number of attempts to create ponds and lakes by constructing earth bunds to retain water. This can have a deleterious effect on the landscape and a major impact on the road system with the importation of considerable amounts of soil/fill materials. Both outcomes are unacceptable in principle i.e. damage to the landscape and the unsustainable importation of material.

24.20 Where the same effect i.e. the creation of ponds, can be achieved by the removal of soil from the site, this would be preferable. The possibility then exists for re-use of the soil on site or if absolutely necessary its removal. This approach is more likely to be supported by the District Council.

Alvechurch

25.1 Alvechurch lies midway between the Conurbation to the north and Redditch to the south. The village is a large, compact settlement centred on a small group of local facilities, including a range of shops. It is located on the cross-city railway line (Redditch-Lichfield), and has a station located on the southern side of the village. The settlement is bounded by the M42 to the north, the railway line to the west and the Alvechurch by-pass to the east.

25.2 The village is situated in a transport corridor between north Worcestershire and the Conurbation. Although it is important to maintain the openness of the countryside in this part of the District, Alvechurch represents a potentially suitable and sustainable location for some very limited development should the need arise in the future. It has therefore been removed from the Green Belt. The boundary to the village is shown on the Proposals Map. Any proposals for development will need to accord with relevant policies of this plan with due regard paid to the Alvechurch Village Design Statement.

Development Within Alvechurch Shopping Area

ALVE2 Within the area defined on the Proposals Map the District Council will allow proposals for retail development at ground floor level (Use Classes A1, A2, or A3) and retail, office or residential use at upper floor level. It is defined as a district centre for shopping purposes in accordance with the provisions of Policy S21. 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. All proposals must also be compatible with the special qualities of the Conservation Area.

25.3 The District Council recognises the important function of shopping facilities and their contribution to community life in Alvechurch. In order to maintain the concentration of shopping facilities in Alvechurch, the District Council has identified the area where the majority of retail and related uses are located. 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.

Provision Of Additional Off-Street Parking Near Alvechurch Station

ALVE3 The District Council will encourage the provision of additional off-street parking in the vicinity of Alvechurch railway station in the event that rail service development justifies this.

25.4 Land will be allocated at the above location in the event that increased use of the improved rail service warrants an extension in parking provision.

Site For Open Space And Water Recreation

ALVE4 The area of land between the Worcester and Birmingham Canal and the old canal arm at Alvechurch is allocated for public open space and water recreation purposes. This is shown on the Proposals Map.

25.5 The District Council will explore with British Waterways and adjacent landowners the possibility of developing this area to meet a range of recreational needs including, public water accessibility, fishing, boating (including short and long term moorings) and the establishment of a waterside picnic area with associated parking.

Density Restrictions

ALVE5 Within that part of Alvechurch shown on the Proposals Map, the District Council considers the special character of this area needs to be protected. Residential development which complies with Policy S7 of the Local Plan will be favourably considered provided that:

a) development does not exceed a density of 10 dwellings per hectare;

b) the ground floor area or footprint of any dwelling and associated/ancillary buildings does not cover more than 20% of the plot area;

c) buildings up to a maximum of only two storeys will be permitted.

The Council may withdraw permitted development rights to protect the character of this area.

25.6 The residential area to the south of St. Laurence Church in Alvechurch is generally of low density development. Its character is recognised through the designation of part of the area as a Conservation Area. The District Council considers that it is important to protect the amenity of this area which results from the low density of development in this location. For the purposes of this policy, the following definitions apply:

a) plot area, dwellings and gardens and driveway solely relating to a dwelling and excludes amenity areas, open space, access roads and shared driveways.

b) dwelling house, bungalow, flat, etc.

When considering development within the boundary of ALVE5 due regard will be paid to the Alvechurch Village Design Statement.

Areas Of Development Restraint

ALVE6 Land adjacent to Crown Meadow, Alvechurch is designated as an "Area of Development Restraint" in accordance with policy DS8. This is shown on the Proposals Map.

25.7 An area of land immediately to the north of recent development at Crown Meadow, Alvechurch has been designated as an ADR in accordance with the recommendations made by the Inspector holding the Inquiry into the BDLP. The site is well contained by the M42 motorway, a dis-used arm of the Birmingham – Worcester Canal and the rear of properties fronting Birmingham Road.

ALVE7 Land to the north of Rectory Lane, Alvechurch is designated as an "Area of Development Restraint" in accordance with policy DS8. This is shown on the Proposals Map.

25.8 An area of land immediately to the north of Rectory Lane has been designated as an ADR in accordance with the recommendations made by the Inspector holding the Inquiry into the BDLP.

ALVE8 Land to the south of Rectory Lane, Alvechurch is designated as an "Area of Development Restraint" in accordance with policy DS8. This is shown on the Proposals Map.

25.9 An area of land immediately to the south of Rectory Lane has been designated as an ADR in accordance with the recommendations made by the Inspector holding the Inquiry into the BDLP.

Barnt Green

Development Within Barnt Green Shopping Area

BG1 Within the area defined on the Proposals Map the District Council will allow proposals for retail development at ground floor level (Use Classes A1, A2, or A3) and retail, office or residential use at upper floor level. It is defined as a district centre for shopping purposes in accordance with the provisions of Policy S21. 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.

26.1 The District Council recognises the important function of shopping facilities and their contribution to community life in Barnt Green. In order to maintain the concentration of shopping facilities in Barnt Green, the District Council has identified the area where the majority of retail and related uses are located. 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.

Station Approach Development Site

BG2 Land at Station Approach Barnt Green, as indicated on the Proposals Map, is suitable for residential/commercial uses although as part of any development the District Council will require that a portion of the site is capable of acting as an overspill car park to the railway station.

26.2 Encouraging people to utilise public transport more frequently and to reduce their dependency on the motor car necessitates the provision of suitable transport services and associated infrastructure. The railway station at Barnt Green is well located to serve the commuting needs of the area although the extent of use is compromised partly by the limited parking facilities that are available. The District Council is mindful to improve facilities. A site adjacent to the station may offer an opportunity to do this and the District Council will explore with the owner the possibilities for doing so.

Improvements To Car Parking Provision

BG3 The District Council will support schemes which lead to an improvement in car parking provision meeting the needs of both the railway station and shopping area.

26.3 A study is being undertaken on the feasibility of providing further car parking spaces on land immediately off Hewell Road, Barnt Green. The District Council will consult with the Parish Council and the appropriate rail bodies in order to explore the options and their means of implementation.

Retention Of Character Of Area

BG4 Within that part of Barnt Green shown on the Proposals Map, the District Council will ensure that the special character of the area is maintained

26.4 The residential area centred on Barnt Green is historically a generally low density development enhanced by mature woodland. The character of this area is thus of a semi-rural nature and one which visually blends into the adjacent Green Belt areas including the Lickey Hills Country Park. Essentially this area is part of the well-wooded setting of the Lickey Hills and as such has a unique character which requires

careful conservation. Although higher densities exist in the village centre, development in parts of this area vary on average between 1 to 4 dwellings to the acre and this has enabled a heavily wooded setting to be maintained. New development will be required to respect the character and density of immediate surroundings.

26.5 Any proposals for development will need to accord with relevant policies of this plan with due regard paid to the Lickey and Blackwell Village Design Statement.

Belbroughton

27.1 The District Council has considered whether there is justification for removing Belbroughton from the Green Belt and concluded there is none. The Green Belt in the immediate vicinity of the village was confirmed in the Belbroughton Local Plan adopted in April 1988 and the District Council believes there are no special circumstances why this should be altered. The village lies between existing Areas of Great Landscape Value as defined by the County Council and Landscape Protection Areas proposed by the District Council in this Plan. Removing the village from the Green Belt may, in the longer term, threaten coalescence with the neighbouring settlement of Holy Cross to the north. Furthermore housing land requirements have been satisfied in other areas of the District and consequently there is no reason to find additional sites for this purpose in the Belbroughton area. All development proposals will therefore be expected to confirm with the relevant development plan policies particularly those relating to the Green Belt.

Village Envelope

BEL1 A Village Envelope is identified for Belbroughton and indicated on the Proposals Map. Within this envelope the relevant County Structure Plan policy (H17[d]) and Local Plan policies (DS2[d], DS5 and S9[d]) will apply limiting residential development to suitable infill plots.

27.2 The District Council has adopted a settlement policy within this Plan designed to guide development to the most appropriate urban areas and to limit building in the Green Belt. The District Council recognises there are a number of settlements of appropriate form and size where an infill policy would allow for limited development without discernible damage to the principle of Green Belt protection. Belbroughton is considered to fall within the scope of this policy.

Beoley

Village Envelope

BE1 A Village Envelope is identified for Beoley and indicated on the Proposals Map. Within this envelope the relevant County Structure Plan policy (H17[d]) and Local Plan policies (DS2[d], DS5 and S9[d]) will apply limiting residential development to suitable infill plots.

28.1 The District Council has adopted a settlement policy within this Plan designed to guide development to the most appropriate urban areas and to limit building in the Green Belt. The District Council recognises there are a number of settlements of appropriate form and size where an infill policy would allow for limited development without discernible damage to the principle of Green Belt protection. Beoley is considered to fall within the scope of this policy.

Site For Play Area

BE2 The District Council will encourage the provision of an equipped play area at the Parish Council playing fields, Holt End through the Beoley Parish Council.

28.2 There is an absence of any formal play area provision in Beoley village. The District Council will support the Parish Council in overcoming this deficiency.

Area Of Development Restraint

BE3 Land at Ravensbank Drive, Beoley/Redditch is designated as an "Area of Development Restraint" in accordance with Policy DS8. The site is shown on the Proposals Map.

28.3 10.3 ha of land to the south-east of the employment land allocation defined by Policy E2 is allocated as an Area of Development Restraint to satisfy possible future Redditch employment needs.

Blackwell

29.1 Any proposals for development will need to accord with relevant policies of this plan with due regard paid to the Lickey and Blackwell Village Design Statement.

Bournheath

Village Envelope

BOUR1 A Village Envelope is identified for Bournheath and indicated on the Proposals Map. Within this envelope the relevant County Structure Plan policy (H17[d]) and Local Plan policies (DS2[d], DS5 and S9[d]) will apply limiting residential development to suitable infill plots.

30.1 The District Council has adopted a settlement policy within this Plan designed to guide development to the most appropriate urban areas and to limit building in the Green Belt. The District Council recognises there are a number of settlements of appropriate form and size where an infill policy would allow for limited development without discernible damage to the principle of Green Belt protection. Bournheath is considered to fall within the scope of this policy.

Bromsgrove

Residential Development Sites

BROM1 Land at The Oakalls/Slideslow Farm is allocated for residential development. The site is shown on the Proposals Map.

31.1 This site forms the principal allocation for housing development in Bromsgrove District to the end of the Plan period. This allocation is made in order to satisfy the strategic housing requirement of the County Structure Plan. The site is delineated by strong physical boundaries. Housing development has taken place immediately to the east of the by-pass. A Development Brief and Master Plan was agreed for the development of this site and the basic provisions of these documents still remain valid.

(N.B. This site is now near completion – January 2004)

Areas Of Development Restraint

BROM5 Land at Barnsley Hall South and Norton Farm, Bromsgrove is designated as an "Area of Development Restraint" in accordance with policy DS8. This is shown on the Proposals Map.

31.2 An extensive area of mostly undeveloped land lies immediately to the south of the M42 motorway where it passes close to Bromsgrove town. The open land in this location has long formed an undeveloped gap between Bromsgrove town and Catshill. The importance of this gap has been recognised by its designation as Green Belt.

31.3 Initially the District Council promoted the use of land south of the motorway as a potential area for long-term growth in line with the requirements of PPG2. Following representations to the draft Local Plan, an appeal decision on Barnsley Hall South and the concerns raised at the Local Plan Modifications Inquiry, the District Council now accepts the merits of retaining much of this site as an important 'gap' between urban areas to the north and east. The revised ADR measures 12 hectares [30 acres], which is contained by the slopes facing inwards towards Bromsgrove Town. This allocation is made in order to satisfy the potential long-term development requirements of the District, in accordance with Government Guidance as contained in PPG2 'Green Belts'.

31.4 The Barnsley Hall hospital complex originally fell within the proposed ADR. The Inspector holding the Inquiry into the BDLP recognised the likelihood of this part of the original ADR being promoted as a separate site for development in accordance with provisions contained in Annex C of PPG2. This has since occurred and the former buildings have been demolished and replaced by residential development.

31.5 Access and highway issues remain an important consideration in the future use of the ADR. The first part of a link road, initially to serve the redevelopment hospital site, has been constructed. The District Council would wish to see the remainder of a new access road/cross link road between the A38 (Birmingham Road) and the B4091 (Stourbridge Road) coming forward in any future proposals for this area as part of a wider link road connecting the A448 (Kidderminster Road) with the A38 (Birmingham Road).

BROM5A Land at Perryfields Road East, Bromsgrove is designated as an "Area of Development Restraint" in accordance with policy DS8. This is shown on the Proposals Map.

31.6 This allocation is made in order to satisfy the potential long term development requirements of the District, in accordance with Government Guidance as contained in PPG2 'Green Belts'. This accords with the recommendation of the Inspector holding an inquiry into the Bromsgrove District Local Plan. In conjunction with all the other ADRs on the northern and western side of Bromsgrove Town, the District Council would wish to see a link road connecting the A448 (Kidderminster Road) with the B4091 (Stourbridge Road) and the A38 (Birmingham Road) coming forward through development of these ADRs.

BROM5B Land to the north of Perryfields Road, Bromsgrove is designated as an "Area of Development Restraint" in accordance with policy DS8. This is shown on the Proposals Map.

31.7 An area of land at the northern end of Perryfields Road and immediately to the west of this road has been designated as an ADR. Whilst the Green Belt concerns of the Local Plan Modifications Inquiry Inspector are acknowledged, the importance of this site to ensure a balanced portfolio of employment land within Bromsgrove is essential. Whilst a future plan will decide the nature of development on this site, this land does offer the potential to be used for some employment purposes, thereby helping to reduce the geographical imbalance of workplace to residence within the town. In conjunction with all the other ADRs on the north and western side of Bromsgrove Town, the District Council would wish to see a link road connecting the A448 (Kidderminster Road) with the B4091 (Stourbridge Road) and the A38 (Birmingham Road) coming forward through development of these ADRs.

BROM5C Land adjacent to the former Wagon Works, Bromsgrove is designated as an "Area of Development Restraint" in accordance with policy DS8. This is shown on the Proposals Map.

31.8 An area of land bordering the redeveloped Wagon Works site in St Godwalds Road, Bromsgrove town has been designated as an ADR in accordance with the recommendations made by the Inspector holding the Inquiry into the BDLP.

BROM5D Land at Perryfields Road West, Bromsgrove is designated as an 'Area of Development Restraint' in accordance with policy DS8. This is shown on the Proposals Map.

31.9 An area of land on the western side of Perryfields Road, Bromsgrove has been designated as an ADR. Land between Perryfields Road and the M5 motorway was considered by the Local Plan Inquiry Inspector's as a suitable ADR. Whilst not proposing to designate the entire area as an ADR, the Council believes that a smaller parcel of land would assist in supporting the necessary infrastructure improvements which would be a pre-requisite for development on the western side of Bromsgrove Town. In conjunction with all the other ADRs on the north and western side of Bromsgrove Town, the District Council would wish to see a link road connecting the A448 (Kidderminster Road) with the B4091 (Stourbridge Road) and the A38 (Birmingham Road) coming forward through development of these ADRs.

BROM5E Land at Church Road, Catshill is designated as an "Area of Development Restraint" in accordance with policy DS8. This is shown on the Proposals Map."

31.10 An area of land to the north of Church Road, Catshill has been designated as an ADR in accordance with the recommendations made by the Inspector holding the Inquiry into the Bromsgrove District Local Plan Proposed Modifications. The Inspector considered this site had a limited Green Belt function, was generally sustainable and preferable to other possible sites.

BROM5F Land at Whitford Road, Bromsgrove is designated as an "Area of Development Restraint" in accordance with policy DS8. This is shown on the Proposals Map."

31.11 An area of land to the west of Whitford Road Bromsgrove has been designated as an ADR in accordance with the recommendations made by the Inspector holding the Inquiry into the Bromsgrove District Local Plan Proposed Modifications. The Inspector considered the M5 motorway and topography provide a significant degree of visual containment and was well related to the town centre, linked by Sanders Park that could be extended along the tree lined Battlefield Brook.

Employment Development Sites

BROM6 Land between Hanbury Road, Shaw Lane and Westonhall Road, Stoke Prior is reaffirmed for employment uses within Use Classes B1, B2 and B8. This is shown on the Proposals Map.

31.12 An area of land either side of the canal at Stoke Works is allocated for general employment uses. This site was identified in previous planning documents (Bromsgrove Interim Policy Plan and draft Bromsgrove Local Plan) and is currently being developed. The District Council therefore endorses the earlier designation of land in this area.

BROM7 Land within the periphery of the UEF/Garringtons Works off Newton Road/Sherwood Road, Aston Fields is allocated for employment uses within Use Classes B1, B2 and B8. This is shown on the Proposals Map.

31.13 An area previously used as playing fields of 3.3 hectares (8.1 acres) exists within the curtilage of the Garringtons Works. This land never directly contributed to the employment needs of the District but is capable of being developed for this purpose. The District Council will support schemes which maximise its potential.

BROM8 Land at Buntsford Hill, Bromsgrove (Phase 2) is allocated for B1, B2 and B8 employment uses. The site is identified on the Proposals Map.

BROM8A Land at Buntsford Hill, Bromsgrove (Phase 3) is allocated for B1, B2 and B8 employment uses. The site is identified on the Proposals Map.

31.14 Additional employment land at Buntsford Hill has been allocated in order to increase the provision of land to meet the general employment needs of Bromsgrove District during the remainder of the Plan period and to satisfy the strategic employment land requirement of the County Structure Plan. The land at the western edge of this site will be kept free of buildings to minimise the effect of development on this sloping site. Access to the site has been provided from the A38 with improved access to Avoncroft Museum and existing residential properties. This site is confirmed as an allocation within this Local Plan and listed in Appendix 12.

Re-zoning To Residential Use

BROM9 The land in industrial use off Willow Road, Bromsgrove is zoned for residential purposes.

31.15 An established employment use operates from old premises off Willow Road. This use falls within an area which is otherwise completely residential. The District Council is keen to encourage an alternative land use on this site thus removing the non-conforming use. Residential use of the site in accordance with the general land use zoning for this area is appropriate. To assist in this approach the District Council will encourage the relocation of the existing industries on the site. It is desirable that any redevelopment scheme should provide for the preservation of the old button works.

Waste Transfer Station

BROM10 A site for a waste transfer station and civic amenities site is allocated adjacent to the District Council Depot at Aston Fields. This is shown on the Proposals Map.

31.16 The District Council released its previous Depot off Sherwood Road, Aston Fields for development as a food superstore. A replacement site for a depot with access from Aston Road has been built. This site also has the capacity to accommodate a waste transfer station and civic amenities site and these potential uses are confirmed by this Plan.

Town Centre Zone

BROM11 Within the area defined on the Proposals Map as the Town Centre Zone, the District Council will approve uses appropriate to that location. These will include commercial and retailing (Use Classes A1, A2 or A3), social, community, residential uses and open space uses. This area (excluding primary (BROM13) and secondary (BROM14) shopping streets), is defined as an edge-of-centre location for shopping purposes in accordance with the provisions of Policy S21.

31.17 The District Council is intent on promoting and safeguarding appropriate land uses within Bromsgrove town centre. Thus enterprises which are of a suitable scale, environmentally acceptable and compatible with the conservation area status of the town centre will be welcomed. Existing areas of open space will be protected unless a scheme is, in the opinion of the District Council, of significant benefit to the vitality and quality of the town centre. Proposals will need to accord with other relevant policies of this Plan.

Primary And Secondary Shopping Areas

BROM12 The District Council proposes a primary and secondary shopping area in Bromsgrove town in order to achieve a balance between different categories of shopping provision. Those areas are defined on the Proposals Map.

31.18 A primary shopping area is dominated by shops for the retail sale of goods while secondary shopping areas are where shopping and service uses are more mixed. Primary areas are characterised by a number of features which differentiate them from the rest of a shopping area. These include unbroken shopping frontages, significant concentrations of national or regional multiple stores and indications that floor space is commanding higher rental levels. The Proposals Map illustrates the extent of the primary shopping area of Bromsgrove. This can be defined as the pedestrianised High Street, the east side of the Strand, the retailing outlets to the north of Market Place and the A38, the north part of Worcester Road including access to Market Hall, and the pedestrianised Church Street, Mill Lane and Chapel Street. These frontages form the commercial core of the town centre and contain the main concentration of Class A1 retail outlets, as defined in the Use Classes Order 1987 (as amended). Proposals in the primary shopping area will be assessed in accordance with policy BROM13.

31.19 The secondary shopping area contains a wider range of retail and related uses than the primary shopping area. Proposals in this area will be assessed in accordance with Policy BROM14.

Development In Primary Shopping Area

BROM13 Within the primary shopping area the District Council will normally allow proposals for retail development at ground floor level (Use Classes A1, A2 or A3), and retail, office or residential use at upper floor level. This area is defined as a Town Centre location for shopping purposes in accordance with the provisions of Policy S21.

Development In Secondary Shopping Area

BROM14 Within the secondary shopping area retail uses at ground floor level will be acceptable. Retail, residential or office use may also be considered as appropriate in these locations. This area is defined as a Town Centre location for shopping purposes in accordance with the provisions of Policy S21.

31.20 The District Council wishes to maintain the primary shopping area as the key location for retail and associated uses. Other uses will not normally be permitted at ground floor level. Secondary shopping areas provide for a variety of ancillary shopping uses and make a valuable contribution to the overall functioning of the town centre. Retail uses will be favoured in these locations at ground floor level but other uses may also prove acceptable. All proposals must be in accordance with policies relating to conservation and amenity.

Amalgamation Of Shop Units

BROM16 Within the following pedestrian streets: Church Street, Mill Lane, Chapel Street and within the town courts and alleyways, the District Council wishes to retain small scale shop units in order to preserve the character of these areas. It will therefore not approve any amalgamation of shop units which would have a harmful effect on the character or scale of these areas. If amalgamation is approved, adequate servicing will be required.

31.21 The character and shopping function of these streets would be enhanced by the establishment of specialist small scale units contributing to the character of the Conservation Area in these locations.

Redevelopment Of Market Street Area

BROM17 The District Council has undertaken redevelopment of the existing Market Hall and car parks, bounded in the west by St John's Street and in the south by Hanover Street. It retained and enhanced Little Lane and the Spadesbourne Brook which forms the boundary to the east. Existing landowners on Worcester Road to the east of the Market Hall site will be encouraged to undertake appropriate works which in conjunction with the District Council's scheme will enhance the town centre's attractiveness to shoppers.

31.22 The existence of a market in Bromsgrove is traditional. It contributes to the shopping centre by giving local colour and atmosphere and provides an alternative source of goods for the consumer and an outlet for the small trader which might not otherwise be available.

31.23 The previous Market Hall was replaced by a modern building in October 1994. Improvements to the access, car parking areas and landscaping were undertaken. The site remains a focus for further enhancement, particularly links to the Worcester Road area and refurbishment of retail units adjacent to the Market Hall complex.

Improvements To the Shopping Environment

BROM18 In order to improve the shopping environment of the High Street and Worcester Road area, through pedestrianisation, the District Council will grant planning permission for suitable works which will facilitate this. Such works might including rear servicing and parking areas.

31.24 This southern part of Bromsgrove's main shopping street has not shared in the visual and commercial improvements brought about through the pedestrianisation of the High Street. The redevelopment of the Market Hall site should encourage revitalisation of this area and the closure of all or part of Worcester Road to traffic could further enhance the shopping and commercial environment. The proposal envisages the establishment of rear servicing and areas of car parking in conjunction with private land owners in the area to the east of Worcester Road and the District Council will protect a corridor of land for this purpose, linking New Road with Station Street. The pedestrianisation of the High Street and Worcester Road will be undertaken by the District Council in conjunction with other operators, including the County Council.

31.25 A further difficulty in this area is the obstruction to the free-flow of pedestrians from High Street to Worcester Road formed by the cross-town movement of traffic using the New Road/St Johns/Kidderminster Road route. The District Council will explore alternative routes for this traffic in an endeavour to provide a safer and more commercially attractive pedestrian link between High Street and Worcester Road. This could involve the re-routing of traffic around the existing network using traffic management measures or if feasible the construction of a new link between New Road and Station Street.

Development Of Alleyways And Town Courts

BROM19 **Proposals for development adjoining the town courts or alleyways in the town centre as shown on the Proposals Map should maintain or enhance their historic character, in particular their enclosed quality and their use as pedestrian routes. Any redevelopment within or adjacent to the town courts or alleyways shall include traditional materials and pay close attention to the historic character of these areas. The District Council will encourage proposals for the restoration and re-opening of these town courts and alleyways and in particular the development of specialist shops.**

31.26 Bromsgrove has a number of town courts or alleyways which make an important contribution to the historic character of the town and form valuable pedestrian links between the main streets and adjacent parts of the town. These town courts and alleyways were an essential part of Bromsgrove's industrial and social life throughout the 18th and 19th centuries and a number of them were built on more ancient thoroughfares. They formed the hub of Bromsgrove's nailing industry in the late 19th century consisting of cottages and nail shops. Most of the cottages disappeared under the 1937 Slum Clearance Act but some of the public houses and nail shops remain. The site of the present Market Hall and car park once accommodated a maze of such town courts. In the town centre the area bounded by the High Street, Mill Lane and Church Street contained over 70 nailers cottages alone and well known courts.

31.27 In the past these features have often been lost to insensitive development. The areas behind the shops and other buildings fronting the main streets form an important element of the town's historic built environment which have become blocked in many cases by insensitive development and so lost as an amenity. This loss can be remedied to some extent in the future by ensuring that all development pays close attention to the scale, form, materials and style of the remaining historic buildings in these areas.

Improved Facilities To The Shopping Environment

BROM22 **The District Council will continue to provide and will seek the provision in association with new shopping developments of additional or improved facilities appropriate to a modern town centre, paying particular attention to the needs of disabled people and pedestrians.**

31.28 With the increased mobility of shoppers, it is essential that Bromsgrove keeps pace with the attractions of alternative shopping locations, therefore the aim must be to make shopping in Bromsgrove enjoyable as well as efficient.

31.29 The key elements to considered include the provision of pedestrianised streets with adequate servicing facilities, improved environmental management including street cleaning and refuse collection, adequate car parking, the introduction of a shopmobility scheme for the disabled and suitable and sufficient public amenities.

Development In Catshill Shopping Area

BROM23 **Within the area defined on the Proposals Map - centred on Golden Cross Lane, Catshill - the District Council will allow proposals for retail development at ground floor level (Use Classes A1, A2, or A3) and retail, office or residential use at upper floor level. It is defined as a local centre for shopping purposes in accordance with the provisions of Policy S21. The District Council will only allow retail proposals which are capable of being integrated within the existing frontages and which do not extend the shopping area.**

31.30 The District Council recognises the important function of shopping facilities and their contribution to community life in Catshill. In order to maintain the concentration of shopping facilities in Catshill, the District Council has identified the area where the majority of retail and related uses are located. 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.

Development In Aston Fields Shopping Area

BROM24 Within the area defined on the Proposals Map - centred on Finstall Road, Stoke Road and New Road, Aston Fields - the District Council will allow proposals for retail development at ground floor level (Use Classes A1, A2, or A3) and retail, office or residential use at upper floor level. It is defined as a local centre for shopping purposes in accordance with the provisions of Policy S21. The District Council will only allow retail proposals which are capable of being integrated within the existing frontages and which do not extend the shopping area.

31.31 The District Council recognises the important function of shopping facilities and their contribution to community life in Aston Fields. In order to maintain the concentration of shopping facilities in Aston Fields, the District Council has identified the area where the majority of retail and related uses are located. 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.

Access To Police Station

BROM25 The District Council will encourage the improvement of access to the Police Station and Magistrates Court complex.

31.32 The County Council have an existing scheme in programme to widen Ednall Lane to improve vehicular access and to create a pedestrian footpath. Such works would also enable traffic management schemes in the vicinity of the Court complex.

Site For Tree Nursery

BROM26 The District Council will designate part of Round Hill Wood allotments, Marlbrook, as a tree nursery to provide a local source of native trees. This is identified on the Proposals Map.

31.33 The present level of use at Round Hill Wood allotments provides scope for its more intensive use as a tree nursery. Thus, as a model for the Plan area and the District in general, a nursery will be established at the above site in conjunction with the North Worcestershire Countryside Action Project, local schools and amenity groups.

Play Areas and Open Space

BROM28 Play areas and/or open space will be located with the following areas shown on the Proposals Map.

a) Land at Slideslow Farm/The Oakalls;

b) Upland Grove/Pennine Road;

c) Land off Grayshott Close/Larchmere Drive;

d) Land adjacent to Whitford Road and Cardinal Crescent;

e) Land at the junction of Worcester Road, Charford;

f) Part of the playing fields, Charford;

g) Land at Granary Road;

h) Land off Byron Way, Catshill;

i) Land at Catshill Marshes, west of the existing housing in Bourne Avenue, Woodrow Close, Mayfield Close and Wildmoor Lane;

j) Land off Marlbrook Lane, Marlbrook;

k) Part of Round Hill allotments;

l) Land at junction of Fordhouse Road/New Road.

31.34 Bromsgrove has a deficiency of open space and play areas in parts of the town. In order to increase provision to a level more in line with recommended standards the District Council proposes to designate or confirm the use of land at the above locations for general open space and play area purposes. The sites indicated above are areas of general search. Further work will be necessary to identify the precise sites required and the appropriate level of facilities to be provided. These sites will be developed as part of a phased programme. Where possible the introduction of equipped play areas will be made.

Churchfields Open Space

BROM29 An area of land adjacent to Churchfields currently in use as playing fields is now surplus to educational requirements. This site is allocated for use as public open space. This is shown on the Proposals Map.

31.35 The Local Education Authority is willing to lease land for public open space/playing field purposes adjacent to the Parkside Middle School in Bromsgrove. This land is therefore identified on the Proposals Map for this purpose.

Avoncroft Museum

BROM30 The District Council will support the activities and operations of Avoncroft Museum at Hanbury Road, Stoke Heath where these are clearly relevant to the primary function of the site. Proposals for uses ancillary to the operation of the site as a museum must have regard for Green Belt policy.

31.36 Avoncroft Museum is a major tourist, architectural and educational asset. The District Council will safeguard the location and support the operations of the museum where these do not contravene Green Belt policy or lead to an extension of the site.

Bromsgrove Railway Station Car Park

BROM31 A site is identified for car parking purposes adjacent to Bromsgrove Railway Station. The site is identified on the Proposals Map.

31.37 To encourage the wider use of the railway system improvements in supporting infrastructure are desirable. A site to increase the number of car parking spaces adjacent to Bromsgrove Railway Station has therefore been identified.

Strategic Open Space

BROM32 Land between the western boundary of BROM5D and the M5 motorway and land bounded by Kidderminster Road, Whitford Road, Timberhonger Lane and the M5 motorway (excluding the Hanover International Hotel and adjacent development) is designated as strategic open space. Proposals for development within this area that diminish its recreational / landscape or amenity value will not be permitted.

31.38 Land between the western boundary of BROM5D and the M5 motorway is designated as open space. Development within this area would be in close proximity to a major source of noise nuisance and pollution and would have a substantial visual impact that would seriously harm the rural setting of the town and reduce scope for structural landscaping.

31.39 For landscape and amenity reasons the land bounded by Kidderminster Road, Whitford Road, Timberhonger Lane and the M5 motorway (excluding the Hanover International Hotel and adjacent development) is not considered to have development potential. The designation of land south of Kidderminster Road allows for a future westerly extension of Sanders Park.

Burcot

Village Envelope

BUR1 A Village Envelope is identified for Burcot and indicated on the Proposals Map. Within this envelope the relevant County Structure Plan policy (H17[d]) and Local Plan policies (DS2[d], DS5 and S9[d]) will apply limiting residential development to suitable infill plots.

32.1 The District Council has adopted a settlement policy within this Plan designed to guide development to the most appropriate urban areas and to limit building in the Green Belt. The District Council recognises there are a number of settlements of appropriate form and size where an infill policy would allow for limited development without discernible damage to the principle of Green Belt protection. Burcot is considered to fall within the scope of this policy.

Clent

Village Envelope

CL1 Village Envelopes are identified for Adams Hill, Clent and Lower Clent as indicated on the Proposals Map. Within these envelopes the relevant County Structure Plan policy (H17[d]) and Local Plan policies (DS2[d], DS5 and S9[d]) will apply limiting residential development to suitable infill plots.

33.1 The District Council has adopted a settlement policy within this Plan designed to guide development to the most appropriate urban areas and to limit building in the Green Belt. The District Council recognises there are a number of settlements of appropriate form and size where an infill policy would allow for limited development without discernible damage to the principle of Green Belt protection. Adam's Hill, Clent and Lower Clent are considered to fall within the scope of this policy.

Cofton Hackett

Environmental Improvements At Rednal

CH1 The District Council will support schemes for improving the physical appearance and environment at Rednal. Residential uses are considered most appropriate with some limited shopping and tourist-related facilities. Additional commercial uses will not normally be supported.

34.1 Rednal is an important entry point to the Lickey Hills and Bromsgrove District. This area, however, suffers from a mix of land uses and building forms which are in some instances inappropriate for the location. Proposals which would assist in restoring a suitable scale and mix of development will be welcomed.

Fairfield

Village Envelope

FAR1 A Village Envelope is identified for Fairfield and indicated on the Proposals Map. Within this envelope the relevant County Structure Plan policy (H17[d]) and Local Plan policies (DS2[d], DS5 and S9[d]) will apply limiting residential development to suitable infill plots.

35.1 The District Council has adopted a settlement policy within this Plan designed to guide development to the most appropriate urban areas and to limit building in the Green Belt. The District Council recognises there are a number of settlements of appropriate form and size where an infill policy would allow for limited development without discernible damage to the principle of Green Belt protection. Fairfield is considered to fall within the scope of this policy.

Finstall

Village Envelope

FIN1 A Village Envelope is identified for Finstall and indicated on the Proposals Map. Within this envelope the relevant County Structure Plan policy (H17[d]) and Local Plan policies (DS2[d], DS5 and S9[d]) will apply limiting residential development to suitable infill plots.

36.1 The District Council has adopted a settlement policy within this Plan designed to guide development to the most appropriate urban areas and to limit building in the Green Belt. The District Council recognises there are a number of settlements of appropriate form and size where an infill policy would allow for limited development without discernible damage to the principle of Green Belt protection. Finstall is considered to fall within the scope of this policy.

Site For Open Space

FIN3 Land off Penmanor, Finstall is designated for open space purposes to include provision of an equipped play area. The site is shown on the Proposals Map.

36.2 This site is one of several sites throughout the District where the District Council is proposing to recognise and safeguard sites suitable for this purpose.

Site for Play Area

FIN4 Part of the land to the rear of Heydon Road, Finstall is allocated for possible use for play area and open space provision. The site is shown on the Proposals Map Inset.

36.3 An area of land between the railway line and Heydon Road offers an opportunity to provide additional play area/open space in the future. Although only a small area would be required the entire site is indicated on the Proposals Map within which the provision could be made.

Frankley

Site For Open Space

FR2 Land at Holy Trinity Cricket Club, New Street/Frankley Hill Lane, is designated for open space purposes. The site is shown on the Proposals Map.

Site For Play Area

FR3 A site off Holly Hill Road is proposed for the provision of an equipped children's play area.

37.1 Little formal open space and play area provision has been made in Frankley. The District Council therefore intends to make this allocation to improve the level of provision in this part of the District. This site is indicated on the Proposals Map.

Area Of Development Restraint

FR4 Land off Egghill Lane, Frankley is designated as an "Area of Development Restraint" in accordance with policy DS8. This is shown on the Proposals Map.

37.2 An area of land off Egghill Lane, Frankley has been designated as an ADR. This accords with the principles recommended by the Inspector holding an inquiry into the BDLP to find more land capable of meeting future development needs in the District. This site was not, however, the subject of one of the original objections made to the Local Plan. In accordance with Policy FR3, part of this site is also designated to be used for the provision of an equipped children's play area.

Hagley

HAG1 In accordance with the Inspector's Recommendation Para 20.2.7, land occupied by the Sewage Disposal Works is allocated for residential development. This is shown on the Proposals Map.

38.1 Part of this site consists of the curtilage of the property known as "Bellona", the remainder is in the ownership of the Severn Trent Water Limited. Although this land was previously an Area of Development Restraint, planning permission was granted on appeal for residential development for the land in the ownership of Severn Trent Water Limited. In accordance with the recommendation of the Local Plan Inspector, the whole of this site (HAG1) is designated as a new housing allocation.

Areas Of Development Restraint

HAG2 Land off Kidderminster Road South and Western Road is designated as an Area of Development Restraint in accordance with policy DS8. The site is shown on the Proposals Map.

38.2 This site was designated as an Area of Development Restraint following the recommendation of the Inspector holding the Public Local Inquiry into the Hagley/Clent Local Plan (Nov. 1989). The land supply position is such that this site together with other ADR's will not be required for development purposes until the end of the Plan period at the earliest.

HAG2A The site of Algoa House, Western Road, Hagley is designated as an "Area of Development Restraint" in accordance with policy DS8. The site is shown on the Proposals Map.

38.3 This modest site abuts a larger area of land making up the ADR off Kidderminster Road, Hagley. It has been designated as an ADR in accordance with the recommendations made by the Inspector holding the first inquiry into the BDLP.

HAG2B Land south of Kidderminster Road, Hagley is designated as an "Area of Development Restraint" in accordance with policy DS8. This is shown on the Proposals Map.

38.4 An area of land adjoining HAG2 has been designated as an ADR in accordance with the recommendations made by the Inspector holding the Inquiry into the Bromsgrove District Local Plan Proposed Modifications. The Inspector considered this site would round off Hagley village being conveniently situated within easy walking distance of the settlement's main services. It is adjacent to HAG2 and would provide the opportunity for this land to be planned in a comprehensive manner and increase the potential for mixed use development.

Development in Hagley Shopping Area

HAG3 Within the area defined on the Proposals Map the District Council will allow proposals for retail development at ground floor level (Use Classes A1, A2, or A3) and retail, office or residential use at upper floor level. It is defined as a district centre for shopping purposes in accordance with the provisions of Policy S21. The District Council will only allow retail proposals which are capable of being integrated within the existing frontages and which do not extend the shopping area.

38.5 The District Council recognises the important function of shopping facilities and their contribution to community life in Hagley. In order to maintain the concentration of shopping facilities in Hagley, the District Council has identified the area where the majority of retail and related uses are located. 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.

Wildlife Site

HAG5 Land at Sweetpool, Hagley will be subject to investigation for inclusion as a wildlife site. The site is shown on the Proposals Map.

38.6 The Hagley/Clent Local Plan proposed the idea of a special wildlife study of the above area as a precursor to fuller protection. This was endorsed by the Inspector at the first Local Plan Inquiry and the District Council reiterates its intention on this site.

Holy Cross

Village Envelope

HOL1 A Village Envelope is identified for Holy Cross and indicated on the Proposals Map. Within this envelope the relevant County Structure Plan policy (H17[d]) and Local Plan policies (DS2[d], DS5 and S9[d]) will apply limiting residential development to suitable infill plots.

39.1 The District Council has adopted a settlement policy within this Plan designed to guide development to the most appropriate urban areas and to limit building in the Green Belt. The District Council recognises there are a number of settlements of appropriate form and size where an infill policy would allow for limited development without discernible damage to the principle of Green Belt protection. Holy Cross is considered to fall within the scope of this policy.

Hopwood

Village Envelope

HOP1 A Village Envelope is identified for Hopwood and indicated on the Proposals Map. Within this envelope the relevant County Structure Plan policy (H17[d]) and Local Plan policies (DS2[d], DS5 and S9[d]) will apply limiting residential development to suitable infill plots.

40.1 The District Council has adopted a settlement policy within this Plan designed to guide development to the most appropriate urban areas and to limit building in the Green Belt. The District Council recognises there are a number of settlements of appropriate form and size where an infill policy would allow for limited development without discernible damage to the principle of Green Belt protection. Hopwood is considered to fall within the scope of this policy.

Romsley

Village Envelope

ROM1 A Village Envelope is identified for Romsley and indicated on the Proposals Map. Within this envelope the relevant County Structure Plan policy (H17[d]) and Local Plan policies (DS2[d], DS5 and S9[d]) will apply limiting residential development to suitable infill plots.

41.1 The District Council has adopted a settlement policy within this Plan designed to guide development to the most appropriate urban areas and to limit building in the Green Belt. The District Council recognises there are a number of settlements of appropriate form and size where an infill policy would allow for limited development without discernible damage to the principle of Green Belt protection. Romsley is considered to fall within the scope of this policy.

Site for Play Area

ROM2 The District Council will pursue the feasibility of establishing a play area at land off Dark Lane, Romsley. The site is shown on the Proposals Map.

41.2 There is a lack of play area facilities in Romsley but there are no central locations suitable for this purpose. The District Council intends to investigate further the need for and practicalities of providing a facility at the above location.

Rowney Green

Village Envelope

ROW1 A Village Envelope is identified for Rowney Green and indicated on the Proposals Map. Within this envelope the relevant County Structure Plan policy (H17[d]) and Local Plan policies (DS2[d], DS5 and S9[d]) will apply limiting residential development to suitable infill plots.

42.1 The District Council has adopted a settlement policy within this Plan designed to guide development to the most appropriate urban areas and to limit building in the Green Belt. The District Council recognises there are a number of settlements of appropriate form and size where an infill policy would allow for limited development without discernible damage to the principle of Green Belt protection. Rowney Green is considered to fall within the scope of this policy.

Rubery

Development In Rubery Shopping Area

RUB2 Within the area defined on the Proposals Map the District Council will allow proposals for retail development at ground floor level (Use Classes A1, A2, or A3) and retail, office or residential use at upper floor level. It is defined as a district centre for shopping purposes in accordance with the provisions of Policy S21. The District Council will only allow retail proposals which are capable of being integrated within the existing frontages and which do not extend the shopping area.

43.2 The District Council recognises the important function of shopping facilities and their contribution to community life in Rubery. In order to maintain the concentration of shopping facilities in Rubery, the District Council has identified the area where the majority of retail and related uses are located. 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.

Residential Development In Rubery Shopping Area

RUB4 A residential plot is allocated off Whetty Lane, Rubery and is indicated on the Proposals Map.

43.3 A small plot of land is identified off Whetty Lane, Rubery. Rounding off of the Green Belt boundary in this location would have a negligible impact and release this land for development. The plot is capable of accommodating one or at most two dwellings.

Site For Play Area

RUB5 An equipped play area will be located on land off New Inns Lane. The site is shown on the Proposals Map.

43.4 Rubery like other built up areas suffers from an absence of general areas of open space and play area provision for youngsters. To improve upon the present position it is the District Council's intention to provide an equipped play area at the above location during the Plan period.

Tardebigge

Site For Leisure/Recreational Purposes

TARD1 Land adjacent to the canal basin at Tardebigge is designated for recreational/leisure purposes in conjunction with the use and compatible with the interpretation of the canal for leisure uses appropriate within a Conservation Area. The site is shown on the Proposals Map. Proposals for uses not closely associated with the canal will generally be unacceptable. Any proposal must comply fully with Green Belt Policy.

44.1 This site is a berthing point on the Birmingham - Worcester Canal. The extent of the area and group of buildings offers an opportunity to further the recreational potential of the canal through the provision of facilities for both canal users and those interested in aspects of canal activity including, for example, canal history, maintenance and ecology. The District Council will view favourably schemes which seek to develop the setting by retaining and improving the existing buildings and providing facilities which complement and further interest in the canal. Proposals will need to be designed to a high standard to reflect the qualities of the Conservation Area.

Wythall

Development In Wythall Shopping area

WYT1 Within the area defined on the Proposals Map the District Council will allow proposals for retail development at ground floor level (Use Classes A1, A2, or A3) and retail, office or residential use at upper floor level. These are defined as local centres for shopping purposes in accordance with the provisions of Policy S21. The District Council will only allow retail proposals which are capable of being integrated within the existing frontages and which do not extend the shopping areas.

45.1 The District Council recognises the important function of shopping facilities and their contribution to community life in Wythall. In order to maintain the concentration of shopping facilities in Wythall, the District Council has identified the three main areas - May Lane, Shawhurst Lane and Station Road - where the majority of retail and related uses are located. Where new retail uses are proposed in these areas, 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.

Wildlife Area

WYT2 Land off Beaudesert Road is allocated as an informal wildlife area and is shown on the Proposals Map.

45.2 This land is in the ownership of Bromsgrove District Council and leased to the Wythall Parish Council. In recent years considerable effort has gone into establishing this site as a nature reserve both for the benefit of wildlife and for educational purposes. Development of this idea is now well under way and the District Council reaffirms its original policy contained in the Local Plan for Wythall.

Nature Reserve

WYT3 An area of grassland of approximately 1.2 hectares [2.9 acres] is designated as a nature reserve at the rear of Sycamore Drive, Wythall and is indicated on the Proposals Map.

45.3 As part of the planning approval for major residential development off Houndsfield Lane, Wythall by Bovis Homes land indicated above was to be retained as a nature reserve and subject to a management agreement with the Worcestershire Nature Conservation Trust Ltd. This Plan reaffirms the earlier designation of this site.

Access To Birmingham, Midland Museum Of Transport

WYT4 The District Council will grant planning permission for development which will facilitate the provision of alternative access to the Birmingham and Midland Museum of Transport at Chapel Lane, Wythall.

45.4 The museum has considerable potential as a tourist attraction in the District. Although its current location presents difficulties to adjacent land users, the museum is seen as an acceptable use and neighbour. Access to the museum has recently been improved but it may be that the opportunity will arise to provide an alternative access. That would be welcomed by the District Council.

Recreational Development at Wythall Park

WYT5 The District Council will approve further provision of recreational facilities at Wythall Park where these are compatible with Green Belt policy. It will be necessary to demonstrate to the Council that a genuine need exists for the proposed facility. The area subject to this policy is shown on the Proposals Map.

45.5 The Wythall Community Association is a private land owner and provides recreation and leisure facilities within the Wythall area on a site of some 13.75 hectares [34 acres] off Silver Street. A variety of interests are catered for including golf, archery, football, cricket, rugby, tennis and bowls. The site is centred on a large house that has been extended to provide social facilities both for members and for voluntary organisations.

New Sports Pitches

WYT6 The District Council will approve the location of new sports pitches at Wythall in the area bounded by Alcester Road, Brick Kiln Lane, Hollywood By-Pass and Slough Lane (Wythall Bridlepath No. 9), provided that proposals fully comply with Green Belt policy.

45.6 The District Council recognise that there is a demand for pitches which could be accommodated in certain locations without detriment to the quality of the rural environment, provided such locations are carefully sited.

Playing Fields

WYT7 The District Council will allocate land south of Walkers Heath (30 hectares [74 acres]) from Druids Lane southwestwards to Gay Hill Lane for playing fields, open spaces and leisure gardens and west of Gay Hill Lane for informal recreation. The site is shown on the Proposals Map.

45.7 This allocation was proposed in the Wythall Local Plan and remains a reasonable objective.

Site For Recreation Use

WYT8 Land at Shirley Quarry is allocated for informal recreation and leisure provision. The site is shown on the Proposals Map.

45.8 This site was a former waste disposal tip and remains in the ownership of Worcestershire County Council. The Wythall Local Plan identified the potential of this site for informal recreational purposes and it is now the intention of the County Council to improve the area in line with an overall recreational management plan. The District Council supports this use for the site.

Site For Open Space

WYT9 An area of land to the rear of Falstaff Avenue, Paddocks Road and the Willows is designated as an area of informal open space. The site is shown on the Proposals Map.

45.9 This site was previously designated in the Wythall Local Plan for open space purposes. Contained on three sides by housing this remains the most sensible use for this piece of land and one the District Council will continue to endorse.

Park And Ride Facility at Wythall Station

WYT10 The District Council will support a scheme for a 'park and ride' facility in the vicinity of Wythall Railway Station. A proposal for this purpose should be as close

as practical to the station and should be designed to minimise its appearance and effect on adjacent land uses.

45.10 Land in the vicinity of the railway station at Wythall has a permission for recreational use. The potential for incorporating dual use parking facilities on this site to assist with the parking requirements of the railway station will be examined together with any alternative sites which could further this objective.

Site For New Church

WYT11 Part of the former Silvermead School site is designated for use as a site for a new church. The extent of this site is shown on the Proposals Map.

45.11 The previous St Mary's Church in Chapel Lane, Wythall was declared redundant in November 1992. A replacement site has been sought by the Diocesan Board. The District Council proposes that part of the former school in Silver Street be utilised for this purpose.

Gypsy Caravan Site

WYT13 An area of land at Houndsfield Lane, Wythall is confirmed for use as a gypsy caravan site. This is shown on the Proposals Map.

45.12 This site was identified and allocated in the Wythall Local Plan. Planning permission was granted to extend the site by a further six pitches. This permission has now been implemented.

Areas Of Development Restraint

WYT15 Land off Selsdon Close, Grimes Hill is designated as an "Area of Development Restraint" in accordance with policy DS8. This is shown on the Proposals Map.

45.13 An area of land to the west of the railway line and to the rear of development off Lea Green Lane is designated as an ADR. This accords with the principles recommended by the Inspector holding an inquiry into the BDLP to find more land capable of meeting future development needs in the District. This site was not, however, the subject of one of the original objections made to the Local Plan.

WYT16 Land at Bleakhouse Farm, Wythall is designated as an "Area of Development Restraint" in accordance with policy DS8. This is shown on the Proposals Map.

45.14 An area of land known as Bleakhouse Farm situated adjacent to the junction of Gorsey Lane and Station Road has been designated as an ADR in accordance with the recommendations made by the Inspector holding the Inquiry into the Bromsgrove District Local Plan Proposed Modifications. The Inspector considered this site to be in a sustainable location, within easy walking/cycling distance of the railway station, close to local amenities and schools and one which could potentially accommodate any new education facilities that might be required.

Appendix 1: Environmental Statement

Introduction

As part of the Local Plan formulation an environmental appraisal has been carried out along the lines advocated by the Department of the Environment's 'Guide to Policy Appraisal' 1991. The principal tool used was a matrix. This was used to look at the potential impact of Deposit Plan policies on the environment in broad terms. Local Plan policies formed one of the axis of the matrix; the other axis was formed by environmental criteria (receptors); the aim being to be as comprehensive as possible in covering natural, man-made and human resources (see Table 1).

Table 1: Key to Environmental Receptors

Geology	Rock types, mineral resources
Soil	Agricultural land classification and/or quality; risk of erosion and landslides; water run-off; potential for contamination (waste disposal etc.)
Air	Air quality; composition of the atmosphere
Water Resources	Freshwater (surface and underground) for abstraction and consumption
Water Bodies	Size and situation of water bodies e.g. lakes, rivers, canals, reservoirs
Energy	Changes in use, depletion, noise, vibration
Land	Changes of use in spatial terms
Wildlife	Flora and fauna
Landscape	Characteristics and quality of rural and urban landscapes
Man-made features	Built heritage; urban and rural conservation areas; historic and archaeological sites
Open Space	Quality and extent of recreation and amenity space
Human Welfare	Physical and mental health and well-being

The matrix cells were completed using values from +2 to -2 to represent a sizeable benefit or cost respectively. A '0' was used to show where, overall, positive and negative impacts cancelled each other out, where there was no obvious impact or where an impact could not be assessed. The final column of the matrix totalled all the values in the row to give an overall value or 'sustainability' score. Whether this was positive or negative together with its magnitude, gave an indication of the impact the policy would have on environmental resources. Given the constraints on time and resources, not all the possible actions resulting from each policy could be analysed but a conscious effort was made to think through all the physical actions that would need to take place to fully implement a policy. Where negative scores were recorded, the inference was drawn that, overall, the policy would result in a loss of environmental resources and therefore was unlikely to be sustainable.

Some policy areas contained more policy statements than others. Rather than compare total 'sustainability scores' percentages of the maximum attainable scores for each area have been compared. These are shown in Table 2 where the highest ranking is given to the policy area which achieved the highest percentage of its maximum attainable score.

Table 2: Ranking In Terms Of Sustainablity Of Each Policy Area Within The Bromsgrove District Local Plan.

POLICY AREA	RANKING
Nature Conservation	1
District Strategy	2
Landscape	2
Recreation & Tourism	3
Conservation	4
Agriculture	4
Housing	5
Environmental Services	6
Community Facilities	7
Shopping	8
Tourism	8
Archaeology	9
Transport	10
Employment	11

As may be expected, employment and transport policies tend to rank low in overall sustainability scores, the reasons being that by their very nature, they reduce mineral resources, use extensive land resources, increase demands on water resources and disposal and often imply further road building and use of energy resources.

The environmental appraisal does not take account of economic and associated quality of life benefits that may accrue for example from employment policies. The benefits and dis-benefits are only taken into account where they arise from environmental factors, for example pollution and open space which affect human health and well-being.

Nature Conservation, District Strategy and Landscape policy areas scored highly as they help to conserve and protect the land, the Green Belt, wildlife and open space. Only 5% of policies attributed to the policy areas in Table 2 had wholly negative scores and are unlikely to contribute towards a sustainable environment. Another 41% of policies obtained positive scores in single figures and therefore can make a modest contribution to sustainability. The environmental assessment of the Bromsgrove District Local Plan cannot in itself produce a plan that is 'sustainable', nor would it be possible to achieve sustainable development all at once. Some development included in the revised Plan will still have adverse effects on some environmental resources and for many reasons these have to proceed. What can be certain however, is that the exercise has enabled each policy to be critically examined in sustainability terms and has ensured that environmental considerations have been incorporated as a core element in decision making.

Environmental Consequences Of Local Plan Policies

(a) District Strategy

The purpose of the Green Belt in the context of this District is to restrict the expansion of the West Midlands Conurbation into the countryside; to limit the expansion of the built-up areas in the Green Belt and to safeguard the countryside for the interests of agriculture and recreation. However, the Green Belt itself brings environmental benefits and costs. It can be argued that the whole principle of the Green Belt is not energy efficient. Although it visibly contains the Conurbation, it forces part of the population into outlying villages and commuter settlements consequently inducing greater car reliance, longer journeys to work and greater pollution emissions. However, the Green Belt also brings environmental and social benefits in the sense of landscape protection, recreational opportunities and personal well-being.

This Plan will for the first time determine detailed Green Belt boundaries for the majority of the District. Proposals in this Plan together with the changes arising from earlier developments will involve a loss of approximately 224 hectares [553.5 acres] of Green Belt. Prior to the District Local Plan 8.56% of the District was excluded from the Green Belt. The new District-wide Local Plan will increase this to 9.59%. This is an 11.92% increase in the area excluded from the Green Belt.

The major incursions are at Ravensbank Drive, to meet the needs of Redditch; Groveley Lane, Cofton Hackett, to meet Rovers' expansion needs; Middle Lane, Wythall, Horsecourse, Catshill; Oakalls, Bromsgrove; Hilltop Hospital, Bromsgrove and land at Norton Farm/Barnsley Hall which is set-aside for possible long-term development beyond the Plan period.

The vulnerable gaps to the north and south of Bromsgrove town have been largely retained free from development except for the redevelopment possibilities for former hospital sites on the outskirts of the town.

Since the majority of the District is designated Green Belt, this fact plus the District's proximity to the Birmingham Conurbation exerts considerable pressure on the District Council to accept higher levels of growth. However, if growth was allowed to continue unchecked, the special character of the District and the Green Belt in particular would be irreversibly damaged. Unchecked development would destroy those characteristics that have made the District attractive to investors. The Strategy therefore is to limit development to key locations in the District, preserve the Green Belt commensurate with Structure Plan land-use requirements and stimulate full use of the existing urban area of Bromsgrove. This will ensure maximum environmental benefits in terms of energy saving.

(b) Housing

The Local Plan proposes that the majority of new housing is located within and adjacent to the urban area of Bromsgrove, thereby restricting the need to develop on greenfield sites and reducing travelling costs for the majority. The criteria which have guided the choice of new housing sites are set out in the District Strategy section. These include the environmental considerations of protection of Green Belt land and Areas of Landscape Value together with the need to minimise the use of high grade agricultural land. By locating much of the new housing allocation in and around Bromsgrove or at the other settlements excluded from the Green Belt, impact on the landscape is kept to a minimum.

An additional criteria used for locating new housing is the proximity to public transport. The majority of new housing in and around Bromsgrove will be served by already existing good public transport routes and Bromsgrove railway station. Other new housing allocations have been chosen in proximity to public transport networks and other local services with implications for energy efficiency.

It is assumed that a significant number of 'windfall' permissions will come forward during the Plan period but since these must be acceptable in general policy terms, such development should not lead to detrimental environmental impact.

(c) Shopping

The shopping strategy of the Plan is to concentrate all major comparison shopping facilities in Bromsgrove town centre and to provide for major new opportunities such as the redevelopment of the existing Market

Hall. Such redevelopments bring opportunities for historic and environmental enhancement schemes and if successful will offer greater choice to consumers within the area and so may lessen the desire to travel to other centres. Maintaining existing centres and allocating new sites close to the urban area will reduce pressure for large out of town greenfield sites, reduce the volume of traffic and minimise the loss of access to shopping facilities for those without private transport.

The District Council acknowledges the importance of local shopping facilities and new areas will be provided in developing residential areas to ensure that the public do not need to travel unnecessarily for everyday needs, thereby reducing traffic congestion.

(d) Community Facilities

Policies for the expansion of schools, improved health facilities and provision for the disabled have considerable impact on land and energy resources. By encouraging a good standard of new development which is well designed to cater for the community's needs, environmental harm is minimised and to some extent new quality development can improve the physical environment.

(e) Conservation

Bromsgrove District possesses an environment of high quality. The majority of the District has an undeveloped rural character, designated as Green Belt; there is an Area of Great Landscape Value covering the Clent and Lickey Hills; there were 451 listed buildings and nine conservation areas (at April 1993). Such designations reflect both visual, historic and cultural qualities which are considered worthy of preservation and enhancement. Equally, however, it is recognised that change will take place and therefore the conservation policies seek to encourage a high standard of design in new buildings and in the repair and improvement of existing buildings in conservation areas; designate new conservation areas and monitor the condition of quality buildings in the District. Conservation of the 'man-made building stock' may be as important as conservation of the 'natural building stock' and the two are related: conservation of buildings may help to save minerals, energy, land and other natural resources and therefore the sustainability score is high.

(f) Landscape

Bromsgrove District has extensive areas of significant landscape value, particularly the uplands of Clent, Waseley, Beacon, Lickey and Weatheroak Hills which are of regional importance. The Council has identified a number of 'Landscape Protection Areas' in the Plan where development criteria will be particularly stringent in order to protect their environmental qualities. Landscape Improvement Areas are also identified together with continuing investment in the Urban Fringe Project with the aim of enhancing the environmental quality of the District. Underlying each policy in the Plan is an emphasis that new development must contribute positively to the physical environment for this and future generations through quality design and landscaping.

(g) Nature Conservation

Nature conservation policies obtained the highest sustainability score due to the emphasis on protection and increased public awareness and interpretation of nature conservation. Various designations and management agreements with regard to nature conservation are proposed in the Plan which should allow sympathetic new development in an environmentally friendly manner in the vicinity of all but the most important wildlife sites.

The encouragement of public use of Local Nature Reserves enables a wider understanding of nature conservation issues through interpretation schemes and heightens the public awareness of the environment in the District generally. Public access may have some detrimental effects on the environment and those most vulnerable sites such as SSSI's and Special Wildlife Sites will be afforded greatest protection.

(h) Agriculture

Policies relate to the protection of the highest grades in agricultural land quality and to the preservation and conservation of agricultural dwellings and related buildings respectively. New uses for rural buildings conserves the building stock and reduces the need for additional building in the countryside thereby saving raw materials, energy, land and other resources.

(i) Archaeology

Whilst acknowledging provisions for growth and new development in the Local Plan, policies for archaeology seek to extend knowledge of archaeological sites in the District through planning conditions relating to archaeological evaluation and recording of significant sites, together with management agreements in some cases to enhance the recreational, educational and tourism potential of particular sites. The setting of historic parks and gardens will be enhanced through a policy designed to limit adverse environmental harm.

(j) Employment

The economic strategy contained in the Plan provides for a range of sites suitable for a variety of purposes; where possible it utilises land holdings of local employers and where employment land has to be found in the Green Belt, sites have been identified with strong identifiable boundaries that will endure and where existing employment uses predominate, thereby minimising the impact on the landscape in the long term.

To meet the requirements of the Structure Plan a minimum of 75 hectares [185.3 acres] of employment land has to be found, and it is not reasonable nor practical for the District Council to meet Structure Plan requirements exclusively on land outside the Green Belt. The specification of a minimum requirement allows for a certain flexibility in amount and is considered desirable in order to accommodate any possibility that site difficulties or ownership problems may delay the bringing forward of serviced land. Therefore, a number of areas of Green Belt will be released and these are identified in the Local Plan.

In addition 'Areas of Development Restraint' have been identified in the Plan to allow for a long-term view of where investment should take place beyond the Plan period. Sensible provision for economic development will ensure that adequate investment in the district continues to support it as a desirable place to work and live. For similar reasons the Plan provides for the expansion of large existing users important to the nation, region and District such as the Rover Group.

As can be seen in Table 2 of Appendix 1 employment policies have come bottom in the sustainability rankings by policy area. The main reason is the Secretary of State's decision to release 30 hectares [74 acres] of employment land to meet the requirements of Redditch in the Green Belt with the direct loss of agricultural land, although care has been taken to ensure that the best farm land is not used. By their very nature employment policies reduce mineral and water resources, sterilise land resources, increase demands for energy and often have a detrimental impact on the landscape. The fact that so much of the district is designated Green Belt, compelling the District Council to draw back the Green Belt boundaries to enable the required development to take place, increases the negative score.

In addition, the designation of employment land will generate extra traffic. However, making maximum use of sites in the urban area offsets the negative environmental impact to some extent through reduced need for private transport. Other employment areas have been identified with the aim of minimising the adverse environmental effects of traffic by locating close to the strategic highway network, the trunk roads being the A38 and A435 and the M42 and M5 motorways. There may be some consequent benefits from a reduction in commuting into Birmingham along main radial routes and the Plan attempts to balance environmental damage with environmental gain through an emphasis

(k) Transport

The main strategy underlying the transport policies is to ensure that land use allocations are well integrated with transport routes in order to achieve an efficient and safe transport system, whilst minimising the detrimental effects on the environment.

The District Council is aware of the environmental costs of highway construction and improvement and the fact that building new roads and provision of increased road capacity may be self-defeating from the standpoint of providing an improved environment. The strategic road network is however, the responsibility of the Department of Transport and Hereford and Worcester County Council and therefore the District can only have an advisory role on the location of future highway routes. The Department of Transport is considering a Western Orbital Motorway, linking the M42 with the M54 via a corridor skirting to the west of the Birmingham Conurbation. This route will be subject to Environmental Impact Assessment and as the route passes through high quality landscape areas, the District Council will seek to ensure that any proposal will minimise environmental impact.

It is acknowledged that the M5 and M42 motorways cause environmental damage but they also encourage through traffic to avoid the urban area and smaller settlements of the District. Therefore they also have an environmental benefit in reducing congestion on the District's primary road network and avoiding the damaging pollution and environmental effects that congestion brings. Similarly proposals for bypasses bring opportunities for environmental improvements in addition to the obvious damage as a result of the creation of a new highway. Such bypasses will bring considerable benefits to Alvechurch, Bordesley, Hagley and Stoke Heath by way of reduced noise, severance and air pollution. The reduction of through traffic by building bypasses and link roads allows improved access and safety within settlements, improved landscaping and general well-being for the inhabitants.

The Local Plan supports measures to encourage the use of public transport including the four rail routes running through the District. Those public transport systems which use electricity to drive the vehicle motors are likely to be particularly efficient in the use of hydrocarbon fuels, reducing atmospheric pollution at the same time as conserving energy resources.

The Plan seeks a reduction in traffic levels as a way to bring about environmental improvement to the District. The District Council supports the increased use of rail services to transport freight especially since new technologies for the transfer of freight from rail to road and vice versa require a very small capital investment. In addition traffic management schemes will be explored with the County Council aimed at ameliorating heavy traffic flows, dangerous junctions and improving access for pedestrians and local traffic.

Overall, transport policies ranked low in sustainability scores due largely to road building which is a principal source of demand for mineral resources. Provision of car parking facilities also impact negatively since they require extensive areas of land and encourage further use of energy resources with resulting air pollution. Policies which score well are those that promote public transport and rail facilities.

(l) Recreation

Policies in the Local Plan for recreation have been formulated with an emphasis on the protection of agricultural land, Green Belt, rural landscapes and the environment in general. They therefore perform relatively well with regard to sustainable development. The expansion of recreational facilities may lead to extra traffic as more people have growing leisure time but the benefits of sport and recreation to the public are considered to outweigh the environmental costs. Facilities in the Green Belt will be predominantly outdoor and informal in character. New development will be located within easy reach of main centres of population to allow maximum access and will be well related to public transport networks.

The Plan recognises the potential of the canal system, footpath and bridleway network as a recreational and tourism resource and that improved access may have environmental costs in terms of nature conservation. Those sites of particular conservation value will be protected from the public.

The public open space requirement for new residential development is likely to increase as the number of small household-type dwellings increases. The District Council standards for open space provision are based on the National Playing Fields Association standards as a minimum. The Council's 'Residential

Design Guide' will ensure that space standards are not reduced below an acceptable environmental minimum.

(m) Tourism

The Plan seeks to promote tourism development that can make a positive contribution to the environment, economy and social well-being of the District as a whole. Such development is in line with the Heart of England Tourist Board Strategy 'Quality First' 1989 and development such as farm accommodation and attractions, increased use of the Birmingham-Worcester canal are examples of environmentally acceptable tourism products. Large-scale development is not appropriate in the Green Belt.

(n) Environmental Services

Environmental quality is likely to become of increasing public concern during the Plan period. The importance in all development proposals for the provision of correct waste disposal, maintenance of natural watercourses, provision of gas, water, electricity and telecommunications and the protection of the public from hazardous materials and installations is focused as a policy area in the Plan.

The District Council has consulted the National Rivers Authority extensively with reference to detailed proposals in the Plan and has accommodated their own policies to ensure that damage to the physical environment is minimised with particular regard to flood prevention and pollution.

Environmental Impact Assessment is required for certain major developments under 1988 the Town and Country Planning (Assessment of Environmental Effects) Regulations and the District council encourages similar studies in any major proposal that may effect the environment or be of public concern.

Recycling of waste can lead to many environmental benefits including the conservation of scarce resources, but can cause problems if not adequately managed. The District Council will make provision for recycling units throughout the District to help the control and management of certain recycled items. Waste can also be incinerated and recycled as energy and other initiatives to maximise energy efficiency are supported in the Plan and referred to in the District's Policy Guidance Note No. 1 entitled 'Residential Design Guide'.
Environmental cost in terms of land lost to infrastructure provision is considerable and lowers an otherwise favourably high environmental sustainability score for this policy area. However, the Council considers that costs in terms of land are outweighed by the environmental benefits of a safe and healthy living environment.

Appendix 2: Green Belt Modifications

The District-wide Local Plan provides the opportunity to define detailed Green Belt boundaries for the majority of Bromsgrove District except in three areas covered by existing statutory local plans.

This appendix is a summary of those areas where changes are proposed to Green Belt boundaries. A more detailed information base is held by the District Council and is available for public inspection.

In defining these alterations, minor and major changes are noted. The criteria for such changes include the size of the area for alteration and its history, especially whether the alteration involves a Green Belt boundary amendment to take account of developments which have already occurred.

The majority of alterations to Green Belt boundaries are of a minor nature representing a rounding off or a realignment of boundaries to provide an approach which is consistent with previous local plans. In some cases changes represent an opportunity to acknowledge for the first time development which has occurred in previous years but where the land has technically remained in the Green Belt.

N.B. Locations shown in **bold** are changes made as a result of the Council's Response to the Modification Inquiry process. The majority of these changes are made as a consequence of recommendations by the Inquiry Inspector.

Locations shown in *italics* are those where typographical errors were noted; site areas were recalculated; sites that had been inadvertently omitted from Appendix 2 were put in.

Locations shown <u>underlined</u> are those where further changes are proposed.

Location	**Area (ha.)**	**Type & Reason for Change**
ALVECHURCH		
Village of Alvechurch O/ALVE1	72	Major – removal of area within village envelope in accordance with Inspectors recommendations
Adj.Crown Meadow O/ALVE2	1.4	Major – proposed ADR in accordance with Inspector's Report (2002)
North of Old Rectory Lane O/ALVE3	1.1	Major – proposed ADR in accordance with Inspector's Report (2002)
South of Old Rectory Lane O/ALVE4	2.8	Major – proposed ADR in accordance with Inspector's Report (2002)
BARNT GREEN		
354 – 358 Old Birmingham Road, Barnt Green O/BG1	0.21	Minor – to follow line of built up area
28 Twatling Road, Barnt Green O/BG2	0.25	Minor – to follow line of built up area
R/o 8 Twatling Road, Barnt Green, GB/BG4	0.04	Minor – to include whole field in Green Belt.
Cherry Hill Lane, Barnt Green *GB/BG5*	*0.36*	*Minor – to follow line of built up area*
Linthurst Road, Barnt Green GB/BG6	0.11	Minor – to follow line of built up area
Fiery Hill Road, Barnt Green *O/BG7*	*0.44*	*Minor – to follow line of built up area*
Fiery Hill Road, Barnt Green *GB/BG8*	*1.56*	*Minor – to follow line of built up area*
Blackwell Road, Barnt Green GB/BG9	0.09	Minor – to follow line of built up area

Blackwell Road, Barnt Green *O/BG10*	*0.14*	*Minor – to follow line of built up area*
Sandhills Lane, Barnt Green GB/BG11	0.94	Minor – to follow line of built up area
Bittell Lane, Barnt Green O/BG12	0.23	Minor – to follow line of built up area
Bittell Lane, Barnt Green GB/BG13	0.02	Minor – to follow line of built up area
Bittell Road, Barnt Green GB/BG14	0.03	Minor – to follow line of built up area
Bittell Road, Barnt Green *O/BG15*	*0.03*	*Minor – to follow line of built up area*
Bittell Road, Barnt Green *O/BG16*	*0.10*	*Minor – to follow line of built up area*
Bittell Road, Barnt Green *O/BG17*	*0.06*	*Minor – to follow line of built up area*
Bittell Road, Barnt Green GB/BG18	0.10	Minor – to include the whole of the sports club in Green Belt
Hewell Road, Barnt Green *GB/BG19*	*1.62*	*Minor – to follow line of built up area*
Land off Twatling Road, Barnt Green GB/BG23	1.44	Major – to include open land in Green Belt
BEOLEY		
Ravensbank Drive, Redditch O/BEO1	30.00	Major – to meet Redditch employment needs
South East of Ravensbank Site O/BEO2	10.3	Major – proposed ADR in accordance with Inspector's Report (2002)
BLACKWELL		
51 Greenhill, Blackwell GB/BL1	0.13	Minor – to follow line of built up area
Station Road, Blackwell GB/BL3	0.68	Minor – to preclude backland development of gardens
Badger Way and Foxes Close, Blackwell *O/BL4*	*4.49*	*Major – to include new residential development granted on appeal.*
21 Linthurst Newton, Blackwell O/BL5	0.17	Minor – to follow line of built up area
10 St. Catherine's Road, Blackwell *O/BL7*	*0.12*	*Minor – to follow line of built up area*
BROMSGROVE		
Hilltop Hospital, Bromsgrove O/BROM5	5.55	Major – land allocated for residential development
Redditch Road/Rock Hill, Bromsgrove O/BROM6	46.33	Major – to include new residential development granted on appeal
Buntsford Hill, Bromsgrove O/BROM7	13.51	Major – site allocated for employment uses, majority developed
Rutherford Road, Bromsgrove O/BROM9	1.30	Minor – to include new residential development
Oakalls/Slideslow Farm, Bromsgrove O/BROM10	55.74	Major – to meet the strategic housing requirement

Littleheath Lane, Lickey End O/BROM11	*13.64*	*Major – to include new residential granted on appeal*
Lea Hospital, Stourbridge Road, Bromsgrove O/BROM12	5.55	Major – site of new residential development
Rutherford Road, Bromsgrove O/BROM14	0.24	Minor – to follow line of built up area
St.Godwalds Crescent, Bromsgrove GB/BROM17	0.83	Minor – to follow line of built up area
School Lane, Lickey End Bromsgrove O/BROM19	0.14	Minor – to fit better boundary of built up area.
Land at Norton Farm/Barnsley Hall, Bromsgrove O/BROM20	**12.0**	**Major – proposed ADR (rejecting Inspector's recommendation 2002)**
Perryfields Road (North), Bromsgrove O/BROM21	**15.8**	**Major – proposed ADR (rejecting Inspector's recommendation 2002).**
Land adjacent Old Wagon Works, Bromsgrove O/BROM22	7.8	Major – proposed ADR in accordance with Inspector's Report (2002)
Perryfields Road (West), Bromsgrove O/BROM23	***13.9***	***Major – proposed ADR in accordance with Inspector's Report (2002)***
Perryfields Road (West) O/BROM24	***16.48***	***Major – proposed strategic open space in accordance with Inspector's Report (2002)***
Whitford Road, Bromsgrove O/BROM25	**24.37**	**Major – proposed ADR in accordance with Inspector's Report (2002)**
Land bounded by Kidderminster Road, Whitford Road, Timberhonger Lane and M5 O/BROM26	**11.66**	**Major – proposed strategic open space in accordance with Inspector's Report (2002)**
Birmingham Road Lickey End, GB/BROM27	***4.54***	***Major – to include residential development, Mount School and veterinary surgery in accordance with Inspector's Report (2002)***
Beechcroft Drive/Roman Way, Bromsgrove O/BROM28	**5.91**	**Major – to remove Bromsgrove developed area**
Kidderminster Road, Timberhonger Lane, Bromsgrove O/BROM29	**3.14**	**Major - to remove roads, Hanover hotel and adjacent development in accordance with Inspector's Report (2002)**
Fockbury Mill Lane, Bromsgrove O/BROM30	0.24	Minor – to remove road
Stourbridge Road, Bromsgrove O/BROM31	0.44	Minor – to remove road
Land adjacent Newton Works, Bromsgrove GB/BROM32	1.25	Minor – to follow line of built up area
Barnsley Hall Hospital site, Bromsgrove O/BROM33	13.19	Major – to include new residential development
CATSHILL		
Mayfield Close, Catshill O/CAT2	2.30	Minor – to include new residential development
Church Rd/Stourbridge Road, Catshill O/CAT5	1.68	Minor – to follow line of built up area
Stourbridge Road, Catshill GB/CAT6	*0.09*	*Minor – to follow line of built up area*

Westfields, Catshill *O/CAT7*	*0.12*	*Minor – to follow line of built up area*
Stourbridge Road, Catshill O/CAT8	4.53	Major – to fit area granted a residential permission
Meadow Road, Catshill GB/CAT9	5.01	Major – to add sports field to Green Belt
Shelley Close, Catshill O/CAT10	0.27	Minor – to follow line of built up area
Old Birmingham Road, Catshill GB/CAT11	0.04	Minor – to follow line of built up area
Old Birmingham Road, Catshill *O/CAT12*	*0.03*	*Minor – to follow line of built up area*
Old Birmingham Road, Catshill GB/CAT13	0.22	Minor – to follow line of built up area
Lickey Rock, Upper Marlbrook GB/CAT14	0.72	Minor – to follow line of built up area
Ashgrove Close, Upper Marlbrook *O/CAT15*	*1.61*	*Minor – to include new residential development*
Marlbrook Lane, Upper Marlbrook O/CAT16	0.25	Minor – to follow line of built up area
Cottage Lane, Upper Marlbrook O/CAT17	5.42	Major – to include new residential development
Braces Lane, Catshill GB/CAT18	1.70	Minor – to include the area of public open space
Horsecourse, Woodrow Lane, *Catshill* *O/CAT19*	*17.19*	*Major – to remove BROM4 Catshill area.*
Junction1, M42 GB/CAT20	1.38	Minor – to follow line of built up area
Byron Way, Catshill GB/CAT21	0.18	Minor – to follow line of built up area
Barley Mow Lane, Catshill GB/CAT22	0.10	Minor – to follow line of built up area
Rocky Lane, Catshill GB/CAT23	0.04	Minor – to follow line of built up area
Hinton Fields, Catshill GB/CAT24	0.05	Minor – to follow line of built up area
Old Birmingham Road, Catshill O/CAT25	1.31	Minor – to include new residential development
Land off Church Road, Catshill **O/CAT27**	**6.1**	**Major – proposed ADR in accordance with Inspector's Report (2002)**
Land off Church Road, Catshill **O/CAT28**	**3.09**	**Major – proposed open space in accordance with Inspector's Report (2002)**
Land off Church Road, Catshill O/CAT29	0.23	Minor - to remove road and open land adjacent to ADR from Green Belt.
Marsh Way, Catshill O/CAT30	0.58	Major - to remove all residential development to satisfy the strategic housing requirements of the County Structure Plan.
COFTON HACKETT		
Ashmead Rise, Cofton Hackett GB/CH1	1.03	Minor – to follow line of built up area
Barnt Green Road,	*0.25*	*Minor – to exclude open area*

Cofton Hackett *GB/CH2*		
Chestnut Drive, Cofton Hackett GB/CH3	0.01	Minor – to follow line of built up area
The Grove, Cofton Hackett GB/CH4	0.02	Minor – for boundary to follow field boundary and not stream
Rover East Works, Cofton Hackett O/CH5	5.42	Major – to exclude extension to Rover Works
Groveley Lane, Cofton Hackett *O/CH6*	*1.20*	*Major – to follow contour to better define extent of site*
Groveley Lane, Cofton Hackett O/CH7	8.28	Major – to exclude completed JIT Warehouse
Rover East Works, Cofton Hackett GB/CH8	1.05	Minor – to follow boundary employment
FRANKLEY		
Egghill Lane, Frankley GB/FR1	0.12	Minor – to follow line of built up area
R/O 73 and 75 Mirandra Close, Frankley O/FR2	0.02	Minor – to follow line of built up area
Area adjoining Frankley Methodist School playing fields, Frankley *O/FR3*	*0.03*	*Minor – to take account of new road layout*
Western fringe of Frankley estate *GB/FR4*	*3.41*	*Minor – to follow line of built up area*
New Inns Lane, Frankley GB/FR5	0.26	Minor – to follow line of footpath
Land off Egghill Lane, Frankley O/FR6	6.6	Major – proposed ADR in accordance with Inspector's Report (2002)
HAGLEY		
Western Road, Hagley O/HAG1	1.6	Major – proposed ADR in accordance with Inspector's Report (2002)
Land south of Kidderminster Road, Hagley **O/HAG2**	**9.13**	**Major – proposed ADR in accordance with Inspector's Report (2002)**
Kidderminster Road, Hagley O/HAG3	1.15	Minor – to remove road adjacent to ADRs from Green Belt.
RUBERY		
Gunner Lane, Rubery *GB/RU1*	*0.32*	*Minor – to follow line of built up area*
School Road, Rubery GB/RU2	0.16	Minor – to exclude area of open space
Birch Road, Rubery GB/RU3	4.86	To prevent development in a Landscape Protection Area
Hazel Road, Rubery *GB/RU4*	*0.02*	*Minor – to exclude corner of playing field*
Beacon Hill, Rubery GB/RU5	1.8	Minor – to prevent development in a Landscape Protection Area.
Rednal Hill Lane, Rubery *GB/RU6*	*0.09*	*Minor – to follow line of built up area*
STOKE PRIOR		
Shaw Lane, Stoke Prior O/SP1	0.26	Minor – to follow line of built up area

Stoke Prior Primary School, Stoke Prior *GB/SP2*	*0.05*	*Minor – to follow line of built up area*
Stoke Prior Primary School, Stoke Prior *O/SP3*	*0.11*	*Minor – to follow line of built up area*
Cloverdale, Stoke Prior *GB/SP4*	*0.14*	*Minor – to follow line of built up area*
Shaw Lane, Stoke Prior *O/SP5*	*5.28*	*Major – to include residential development*
Westonhall Road, Stoke Prior GB/SP6	0.39	Minor – to follow built up area & zoned for development
Westonhall Road, Stoke Prior GB/SP7	0.04	Minor – to fit built up area
Hanbury Road, Stoke Prior GB/SP8	0.83	Minor – to fit built up area
Hanbury Road, Stoke Prior O/SP9	0.05	Minor – to fit boundary of employment
Hanbury Road, Stoke Prior GB/SP10	0.84	Minor – to fit boundary of employment
Foley Gardens, Stoke Prior GB/SP11	0.27	Minor – whole field is in Green Belt
WALKERS HEATH		
22-28 Hillaire Close, Walkers Heath O/WALK1	0.04	Minor – to follow line of built up area
R/O 2-12 Hillaire Close, Walkers Heath *GB/WALK2*	*0.21*	*Minor – to follow line of built up area*
WYTHALL		
Alcester Road, Wythall GB/WYT1	0.15	Minor – to follow line of built up area
Alcester Road, Wythall GB/WYT2	0.02	Minor – to follow line of built up area
Peterbrook Road, Majors Green O/WYT3	1.32	Minor – to include an area of residential development
Selsdon Close, Grimes Hill, Wythall **O/WYT5**	**3.1**	**Major – proposed ADR in accordance with Inspector's Report (2002)**
Bleakhouse Farm, Wythall **O/WYT6**	**6.2**	**Major – proposed ADR partially in accordance with Inspector's Report (2002)**
Gorsey Lane, Wythall O/WYT7	0.29	Minor – to remove road adjacent to ADR from Green Belt

Appendix 3: Village Envelopes

Village envelopes have been designated by Bromsgrove District Council in line with policies H16A, H17[d] and GB1 of the approved Hereford and Worcester County Structure Plan (June 1993).

Village envelopes have been designated to prevent the insidious growth of all forms and types of settlement without discrimination between those most capable and those least capable of accepting development. The boundaries within which the policy will be applied will allow for minimal growth capitalising on the limited remaining potential in designated settlements. The policy does not allow for backland development which will be unacceptable nor for the construction of new dwellings on the periphery of such settlements.

The boundaries of each envelope have been drawn to include the fundamental core of the chosen settlement whilst excluding fringe buildings and those separate and outlying parts of the settlement or subsidiary settlement forms.

The main reason for non-designation of a village envelope is the inadequate size and scale of the existing development. Minor additional residential development would be detrimental to the principles of Green Belt policy reinforcing, for example, an unacceptable pattern of ribbon development.

The following is a list of all the Green Belt settlements in Bromsgrove District. Those shown in bold and underlined are considered by the District Council as appropriate settlements for village enveloping.

Adams Hill - Clent
Alfreds Well - Dodford
Apes Dale - Barnt Green
Banks Green - Bentley
Bateman's Green - Wythall
Baylis Green - Beoley
Belbroughton
Bell Heath/Madeley Heath
Bentley
Beoley (Holt End)
Bordesley
Bournheath
Bransons Cross - Beoley
Broad Green - Tutnall
Broom Hill - Belbroughton
Burcot
Carpenters Hill - Beoley
Chadwich - Bromsgrove
Chapman's Hill – Bromsgrove
Clatterbach – Clent
Clent
Cobley Hill – Alvechurch
Coopers Hill – Alvechurch
Dayhouse Bank - Romsley
Dodford
Dordale – Dodford
Fairfield
Finstall
Fockbury - Bromsgrove
Forhill - Alvechurch
Fosters Green - Bentley
Foxlydiate - Bentley
Gay Hill - Wythall
Silver Street – Wythall
Stoke Pound - Stoke Prior
Tanners Green - Wythall
Gorcott Hill - Beoley
Grafton - Bromsgrove
Hartle - Belbroughton
Headley Heath
Heath Green - Beoley
Hewell - Tutnall
Hollies Hill - Belbroughton
Holy Cross
Hopwood
Hunnington
Illey - Hunnington
Inkford
Kendall End - Cofton Hackett
Lea End - Alvechurch
Lickey
Lilley Green - Beoley
Littleheath - Barnt Green
Lower Clent
Lower Gambolds - Tutnall
Lydiate Ash - Bromsgrove
Moor Green - Beoley
Moor Hall/Newtown - Belbroughton
Newlands - Beoley
Park Gate - Dodford
Peterbrook - Wythall
Pink Green - Beoley
Portway - Beoley
Redhill - Wythall
Romsley
Rowney Green
Rumbow/Shut Mill - Romsley
Sharpway Gate - Stoke Prior
Shut Mill - Romsley
Walton Pool
Washingstocks - Bromsgrove
Wassell Grove - Hagley

Tardebigge
The Gutter – Belbroughton
Timberhonger - Bromsgrove
Tutnall
Uffmoor – Clent
Upper Gambolds – Tutnall
Vigo - Barnt Green
Wast Hills - Alvechurch
Weatheroak - Alvechurch
Whitford Bridge - Stoke Prior
Withybed Green - Alvechurch
Woodcote - Dodford
Woodgate - Stoke Prior
Worms Ash - Dodford

Appendix 3A: Areas of Development Restraint

Policy	Location	Site Area
ALVE6	Land adjacent to Crown Meadow, Alvechurch	1.4ha
ALVE7	Land north of Old Rectory Lane, Alvechurch	1.1ha
ALVE8	Land south of Old Rectory Lane, Alvechurch	2.8ha
BROM5	Land at Norton Farm/Barnsley Hall Farm, Bromsgrove	12.0 ha
BROM5A	Land at Perryfields Road East, Bromsgrove	34.7ha
BROM5B	Land at Perryfields Road North, Bromsgrove	15.8 ha
BROM5C	Land adjacent to Wagon Works, Bromsgrove	7.8ha
BROM5D	Land at Perryfields Road West, Bromsgrove	13.9ha
BROM5E	Land off Church Road, Catshill	6.1ha
BROM5F	Land off Whitford Road, Bromsgrove	24.4ha
FR4	Land off Egghill Lane, Frankley	6.6ha
HAG2	Kidderminster Road South, Hagley	11.2ha
HAG2A	Algoa House, Western Road, Hagley	1.6ha
HAG2B	Land south of Kidderminster Road, Hagley	9.1ha
WYT15	Land at Selsdon Close, Wythall	3.1ha
WYT16	Land at Bleakhouse Farm, Wythall	6.2 ha
	TOTAL	**157.8 ha**

N.B The site areas for three of the ADRs have been altered from the amount stated in the Inspector's Report (2002), following more accurate plotting of those areas. These areas are Whitford Road, Bromsgrove - BROM5F (26ha), Kidderminster Road south, Hagley – HAG2 (10.5ha) and Land south of Kidderminster Road, Hagley - HAG2B (10.5ha).

EMPLOYMENT RELATED AREA OF DEVELOPMENT RESTRAINT FOR REDDITCH

Policy	Location	Site Area
BE3	Ravensbank Drive, Beoley/Redditch	10.3ha
	TOTAL	**10.3ha**

Appendix 3B: Areas of Development Restraint - Explanation

- **Justification for ADR Provision**

The purpose of this provision is to provide land that may be needed to meet longer-term development needs of the whole district. The Council has provided for less ADR land than anticipated by the BDLP Inspector as a result of Regional Planning Guidance which points to a considerable decrease in future housing levels proposed for Worcestershire and, following on from that, a reduced WCSP target for the District. As a result the Proposed Modifications Local Plan Inspector concluded that 140ha (approx) of ADR land identified is sufficient to last until about 2021 or thereabouts.

- **Time Period for ADR provision**

Following the recommendation of the second Local Plan Inspector, the ADRs listed in Appendix 3A will provide sufficient safeguarded land until about the year 2021. This time period is 20 years beyond the Plan period and is considered to provide the necessary degree of flexibility and prudence to allow adjustment as planning policies change, without running the risk of serious over provision.

- **Quantity of ADR provision**

The Modification Inspector recommended that sufficient provision should be made to provide land reserves to about 2021. This equates to approximately 140ha.

The quantity of ADR land is derived from the housing and employment targets in the Worcestershire County Structure plan to the year 2011 and a projection of those targets in the following period to 2021. The latest information from the housing and employment land availability studies was used as well as an estimated contribution from potential large scale brownfield sites.

Following consideration of the Inspector's Report (2002), the Council believes that further provision above his recommendations should be made to secure both Green Belt boundaries well beyond the end of current planning timescales and provide adequate land use flexibility to accommodate future demands for strategic land allocations. The land calculation detailing the total quantity of ADRs is given in Table 1 to this Appendix.

A residential density of 20 dwellings per hectare has been used for this calculation. This may prove unduly pessimistic, but takes into account areas claimed by open space, landscaping requirements and also allows for factors likely to prevent average densities being achieved on some sites and constraints preventing the full development of others.

Table 1 - ADR Requirement to 2021 – Land Calculation
Figures as of 1st April 2001 (those used by the Inspector)

Residential Contribution 1996 - 2021		
1996 - 2011		
Housing Requirement *(WCSP)*		3950
Commitments *(less 2% - Lapse Rate)*		2781
Remaining requirement (to 2011)		1169
Less windfalls (2 methods – see Inspector's Report para 1.2.16)		
(a) BDC (15 years average)		1750
Need to 2011		- 581
ADR Land		- 29ha
(b) WCSP		36ha
2011 – 2021		
Target		2633
Less windfalls (WCSP rate)		46.6 p/a
Reduced target		2167
@20d/ha		108.4ha
Overall housing target 108.4ha plus:		
(a) – 29ha =		79.4ha
(b) + 36ha =		144.4ha
Average between (a) and (b)		**111.9ha**

Employment Contribution 1996 - 2021		
WCSP Target 1996 – 2011	55ha	
Employment Land Committed at 1/10/00		62ha
Employment Surplus		7ha
Employment Requirement to 2021	**29.7ha**	
(includes WCSP projection 2011 - 2021) – Less 7ha surplus		

ADR Requirement 1996 – 2021		
Housing and Employment Land requirement - (111.9ha + 29.7ha)	141.6ha	
Sites selected by Inspector		**139.5ha**

Land Adjustments (Following consideration of Inspector's Report)		
Less	Kendal End Road, Barnt Green	- 5.0ha
	Alvechurch Brickworks, Alvechurch	- 2.4ha
	Re-calculated site areas (see Appendix 3A)	- 2.3ha
Plus		
	Perryfields Road North, Bromsgrove	+ 15.8ha
	Land adjacent to Barnsley Hall / Norton Farm, Bromsgrove	+ 12ha
	Coppice adjacent to Bleakhouse Farm, Wythall	+0.2ha
Total Land adjustments		+ 18.3ha
Total ADR Land (139.5ha + 18.3ha)		**157.8ha**

- **Geographical Distribution of ADRs**

The distribution of ADRs starts with Bromsgrove Town as the most sustainable location, then secondly, at locations which are close to both local facilities and rail links to the conurbation, such as Hagley, Alvechurch and Wythall. Such a spread is consistent with RPG11 and broadly follows the search sequence set out in PPG3.

- **Criteria used / General Principles for ADR selection**

Following the recommendations of the second Local Plan Inspector the criteria to select the ADRs identified in Appendix 3A was a two stage process. The first stage involved an assessment against the fundamental criteria of Green Belt purposes and sustainability. The second part was an assessment against any overriding site-specific constraints that existed. In addition the guidance set out in paragraphs B2-4 of Annex B of PPG2 that advises on identifying safeguarded land was also adhered to.

- **Revision of confirmed Green Belt boundaries**

ADR site selection looked first to non confirmed (interim) Green Belt sites, although better sites elsewhere were not ruled out where they were clearly more sustainable. As stated by both Local Plan Inspectors the use of some confirmed Green Belt is inevitable in a District like Bromsgrove where Green Belt boundaries have been tightly drawn around the urban areas for many years and where many of the brownfield sites will already have been exploited.

This Local Plan therefore approves confirmed Green Belt boundaries throughout Bromsgrove District for the first time. The provision of ADRs will ensure that the defined Green Belt boundaries will endure being drawn so as not to include land which it is unnecessary to keep permanently open. As advised in Paragraphs 2.6 of PPG2, where detailed Green Belt have been approved they should only be altered in exceptional circumstances.

- **Application of PPG3**

PPG3 (Housing – March 2000) sets out a systematic, sequential approach in identifying sites to be allocated for housing and, by extension, to selecting ADRs. First in the sequence is the re-use of previously developed land and buildings within urban areas identified by urban housing capacity studies, followed by urban extensions and, finally, new development around nodes in public transport corridors.

The second Local Plan Inspector was satisfied that this approach has to a very large extent been mirrored in work done by the planning authority in the ADR review, even though the various studies undertaken pre-dated and anticipated the subsequent advice delivered through PPG3. Such work included an urban capacity study carried out by the County Council in conjunction with the Districts and a Transport Corridors Study. The former was done in response to RPG11 as part of the WCSP preparation process. The District Council also looked at urban greenfield sites to assess their potential. Attention then turned to sites on the edge of urban areas. Only 3 non-Green Belt sites were available. Two of these were statutorily approved ADRs at Hagley (HAG1 and HAG2) and a third at Bromsgrove town (BROM5A). Finally, sites at nodes in public transport corridors were identified.

The sites selected follow the advice in PPG3 on making the best use of land and achieving sustainable residential environments. Any future residential developments of the sites would generally be above 30 dwellings per hectare and are provided in locations at nodes along public transport corridors.

The ‘plan, monitor and manage’ approach advocated in PPG3 will take on particular significance in the Local Plan Review (or successor document). As the Inspector into the Proposed Modifications points out the life and durability of the ADRs will depend upon many assumptions that are prone to change – not least of which are the brownfield / windfall supply and the densities actually achieved on particular sites.

Appendix 4: Housing Land Allocations

Sites allocated for housing developments in the Bromsgrove District Local Plan. Reference Policy S2.

Specific Policy Ref	Site Location	Area (ha.)	Capacity at April 2001 (dwellings)	Allocation to April 2001 (dwellings)
BROM1	Land at The Oakalls/ Slideslow Farm, Bromsgrove	36.5	787	550
HAG1	Sewage Treatment Works, Hagley	2.9ha	75	n/a

Notes

BROM1 was under construction at 1st April 2001. Note that the Inspector considered a maximum of 550 dwellings would be built on BROM1 by the end of the Plan period (see Inspector's Report, January 1997, para. 27.24, p.122). By April 2001 (the end of the Plan Period), 270 dwellings had been completed on the BROM1.

HAG1 was designated as an ADR within the June 2000 (Proposed Modifications) version of the Plan. The Bromsgrove District Local Plan (Incorporating Proposed Modifications) Inspector's Report (March 2002) recommended that as a major part of HAG1 had been given planning permission on appeal then the whole site should be re-designated as a housing land allocation. The site capacity comprises 60 dwellings that have already received permission and an allocation of 15 for the remainder of the site. This figure for the remainder of the site is based on the approved density, taking into account existing site constraints and is therefore only indicative.

Appendix 5: Housing Land Position In Bromsgrove District At 1st April 2001 & 1st April 2002

Housing Land Position In Bromsgrove District

Housing Land Position at April 2001 (The end of the Plan Period)

Structure Plan Target (1986 – 2001)		6200
Total Completions (1st April 1996 - 31st March 2001)	6366	
Structure Plan Surplus		166

Housing Land Position at April 2002 (For new Plan Period, 1996 -2011)

Structure Plan Target (1996-2011)	3950
Completions (1996 to April 2001)	2200
Supply (Dwellings outstanding or under construction)	807
Number of dwellings required to end of Plan Period (2011)	943

~~An update and detailed breakdown of the completions, sites under construction and sites~~ outstanding by site and parish is contained within the biannual Housing Land Availability Report published by the District Council.

Appendix 6: The Calculation Of Windfall Sites

The Calculation Of Windfall Sites

Hereford and Worcester County Structure Plan (1986-2001) Policy H2E and Worcestershire County Structure Plan (1996-2011) Policy D.11 require that an assessment be made of the amount of housing provision it is reasonable to expect will be found by the way of windfall sites. The assessment should be based on evidence of the contribution which such sites have made in recent years.

The Inspector in 1997 considering objections into the Deposit Draft Local Plan recognised the importance of windfall sites to housing land supply within Bromsgrove District, and that there are two distinct types of windfall site. These are small windfall sites (sites providing up to 9 units) and medium windfall sites (sites providing between 10 and 25 units, or with a site area of up to 1 hectare). The Inspector's recommended methodology for calculating the supply from both types of windfalls is set out below. This methodology has been accepted by the District Council for the purposes of this Local Plan, although it does not accord with the current methodology accepted by the Worcestershire County Council.

Medium Windfalls

The Inspector (Inspector's Report, January 1997, para. 30.4 (iii), p.131) recommended that the Council should acknowledge the potential supply of housing land from medium windfall sites, following the Council's evidence on the past supply from such sites between 1986 and 1994. This has now been updated to April 2001 and is as follows:

Year	Completions
1986/87	40
1987/88	21
1988/89	20
1989/90	10
1990/91	56
1991/92	63
1992/93	142
1993/94	44
1994/95	114
1995/96	68
1996/97	54
1997/98	37
1998/99	20
1999/00	32
2000/01	31
Total	**752**
Average	**50.1**

The Inspector at the second Local Plan Inquiry accepted that 297 dwellings (para. 27.19, p.121) were likely to be completed on medium windfalls between April 1994 and March 2001.This was based on projecting the average number of planning permissions issued on sites between April 1986 and March 1994 (49.5) into the future and discounting the final year as they are unlikely to be completed. For April 1994, this would equal 49.5 x 6 = 297. The actual number of dwellings completed within this period was 356.

No lapse or non-implementation rate was applied to the anticipated supply from medium windfalls. Using the same approach for the period April 1999 to March 2001 the medium windfall allowance applied was 49.5 x 1 = 49.5

Small Windfalls

The Inspector in 1995/6 when considering objections into the Deposit Draft Local Plan rejected the Council's approach in assessing the potential supply to the housing figures from small sites based on three components -

a) sites under construction (100% counted);
b) sites outstanding (95% counted);
c) potential future consents (57 per annum, with final years supply discounted).

This three component approach was based upon that used by the Housing Land Panel of Hereford and Worcester County Council.

The Inspector (Inspector's Report, January 1997, para. 30.4 (I), p.131) recommended that the Council should modify its small windfall supply calculation to use a completions based method. This was based on the District Council's evidence provided for small site completions between April 1986 and March 1994. This is indicated in the Table below:

Year	**Completions**
1986/87	144
1987/88	144
1988/89	190
1989/90	128
1990/91	88
1991/92	104
1992/93	85
1993/94	99
1994/95	77
1995/96	97
1996/97	78
1997/98	83
1998/99	109
1999/00	92
2000/01	116
Total	**1634**
Average	**108.9**

The Inspector was concerned not to over-estimate the potential supply from such sites. He therefore recommended that the supply from small windfalls be counted at 90 completions per annum. This corresponds to 630 for the period 1994 to 2001. There is no allowance for lapse or non-implementation within a completions-based approach. This recommended level of completions has been accepted by the Council.

Allowance for small windfalls 1st April 1999 to 31st March 2001 (the final two years of the Plan Period) was 90 x 2 = 180. The actual supply from small windfalls was 208.

Appendix 7: Conservation Areas In Bromsgrove District

Conservation Area		Designation Date
Bromsgrove (Town Centre)	- Originally two areas A & B	1968
	- Amalgamated & extended	1983
	- Extended	1989
Alvechurch		1968
Belbroughton		1969
Belbroughton extension		1975
Beoley		1980
Clent		1981
Dodford		1975
Hagley (Station Road)		1987
Holy Cross		1981
Worcester and Birmingham Canal (part)		1987
Barnt Green		2000

Appendix 7A: Historic Parks and Gardens of Regional Importance in Bromsgrove District

Site No	Park / Garden	Grid Ref	Site Type
4	Alvechurch Palace / Park	032 726	Deer Park, Garden
20	Bell Hall, Belbroughton	930 771	Park, Garden, Garden Building
21	Church House, Belbroughton	918 767	Garden Building
22	Yewtree House, Belbroughton	921 775	Park
23	Bentley House	992 670	Garden
24	Bentley Manor	998 654	Park
25	Bentley Pauncefoot Park	999 650	Deer Park
26	Beoley Hall	063 702	Park
27	Beoley Park	065 701	Deer Park
40	Bordesley Hall	040 709	Park
41	Bordesley Park	040 705	Deer Park
43	Bradford House, Belbroughton	912 763	Park, Garden
55	Brookfield Hall, Belbroughton	912 771	Park, Garden
59	Castle Bourne, Belbroughton	994 769	Park, Garden Building
61	Chadwich Manor	973 760	Park, Garden
64	Field House, Clent	911 794	Park, Garden
65	Clent Grove	921 799	Park, Garden Building
66	Clent Hall	929 793	Garden
67	Clent Hills Country Park	930 800	Park
85	The Dust House, Tardebigge	983 695	Garden
104	Finstall House, Bromsgrove	975 695	Park, Garden Building
106	The Forelands, Bromsgrove	948 691	Park – now redeveloped
107	Forhill House, Alvechurch	050 754	Park
108	The Four Stones, Clent	933 803	Garden Building
109	Frankley Park	994 803	Deer Park
112	Grafton Manor	938 691	Park, Garden
113	Grafton Park	940 690	Deer Park
116	Hagley Hall	920 807	Deer Park, Park, Garden Building
117	The Birches, Hagley	896 810	Park
130	Hewell Grange	005 690	Deer Park, Park, Garden, Garden Building
159	Lickey Hills Country Park	990 760	Park, Garden Building
160	Lickey Grange	983 742	Park – now redeveloped
162	Longfield Manor, Alvechurch	046 731	Deer Park
210	Rigby Hall, Bromsgrove	972 698	Park
213	Rockingham Hall, Bromsgrove	917 812	Park, Garden, Garden Building
232	The Grange, Stoke Heath	950 683	Park
243	Waseley Hills Country Park	972 783	Park
245	Wassell Grove Farmhouse, Hagley	933 825	Park, Garden
246	Weatheroak Hall, Wythall	062 744	Deer Park, Park

Appendix 8: Landscape Protection Areas

The following areas are designated by Bromsgrove District Council as Landscape Protection Areas:

1. The uplands defined by the line of Clent, Walton Hill, Romsley Hill and Lickey Hill;

2. The upland based upon Weatheroak Hill, Forhill, Hob Hill and Newbourne Hill;

3. The ridge of high ground containing Butler's Hill, Cobley Hill and Scarfield Hill;

4. The ridge of high land accommodating part of the Birmingham - Worcester Canal;

5. The varied undulating landscape and historic field patterns around Chaddesley, Randan and Pepper Woods.

Appendix 9: Sites Of Special Scientific Interest

	Area	Grid Reference	Date
a)	Bittell Reservoirs	SP018750	1956
b)	Illey Pastures	SO977812	1989
c)	Feckenham Forest	SO922732 SO938750	1990
d)	Hewell Park Lake	SP010690	1971
e)	Hopwood Dingle	SP033763	1955
f)	Sling Gravel Pits	SO945781	1959
g)	Burcot Lane	SO972716	1991
h)	Madeley Heath Pit	SO958770	1991
i)	Romsley Manor Farm	SO965787	1993
j)	Birmingham Plateau Grasslands	Various	1994
k)	Berry Mound Pastures	SP092776	1994

Appendix 10: Scheduled Ancient Monuments In Bromsgrove District: April 1997

Parish	County No.	Monument Site	Grid Ref.
Alvechurch	195	Site of Bishop's Palace at the Moat House	SP032726
Alvechurch	197	Moated Site and Fishponds West of Weatheroak Hill	SP054742
Beoley	29865 (National)	Churchyard Cross in St. Leonard's churchyard	SO065696
Beoley	277	The Mount	SP066694
Wythall	240	Berry Mound Camp, Solihull	SP095778
Hagley	7 (West Midlands County)	Wychbury Hill	SO920818

Appendix 11: Special Wildlife Sites

	Area	Grid Reference
1.	Hadley, Elmley & Hockely Brooks	SO930749
2.	River Salwarpe	SO941674
		SO961694
3.	Hoo & Barnett Brook	SO865759
4.	Cobbler's Coppice	SO925695
5.	Grafton Manor Pool	SO937690
6.	Land near Stoke Works	SO949666
7.	Rock Hill Quarries	SO948699
		SO949698
8.	Two Tree Hill Wood	SO971661
9.	Birmingham & Worcester Canal	SO941657
		SO990691
10.	The Thrift	SO985660
11.	Tardebigge Reservoir	SO985685
12.	Brotherton's Wood	SO997676
13.	Chaddesley & High Woods Complex	SO915737
14.	Hill Farm Meadow	SO923758
15.	Hurst Farm Meadow	SO930758
16.	Little Royal Farm Meadow	SO934743
17.	Dodford Dingle	SO935727
18.	Pepper Wood	SO937748
19.	Great Dodford Meadows	SO938735
20.	Meadow near Yew Tree Farm	SO947748
21.	Sling Pool and Marsh	SO947779
22.	Perryfields Marsh	SO950714
23.	Dales Wood & Great Farley Woods	SO953784
24.	Catshill Marsh	SO958743
25.	Madley Heath Pit	SO958770
26.	Romsley Hill Farm Meadows	SO960790
27.	Little Farley Wood	SO961780
28.	Ell Wood Complex	SO971794
29.	Waseley Hills Country Park	SO972777
30.	Round Hill	SO974740
31.	Gannow Green	SO976783
32.	Burcot Lane Meadow	SO977718
33.	Broadmoor Wood & Chadwick Manor Ponds	SO979765
34.	Beacon Wood & Chadwick Wood	SO979759
35.	The Roughlands	SO983763
36.	Green Hill	SO985724
37.	Shepley Marsh	SO983735
38.	Whetty Coppice	SO985770
	Area	**Grid Reference**

39.	Beacon Hill	SO987761
40.	Obelisk Wood	SO992752
41.	Egg Hill Dingle	SO992794
42.	Balaams Wood Complex	SO995784
43.	Linthurst Wood	SO996732
44.	Lickey Hills	SP000752
45.	Clent Hills	SO933801
46.	Wassell Grove Dingle	SO935821
47.	Hagley Wood	SO936814
48.	Bogs Wood Complex	SO943813
49.	Penorchard Farm Meadows	SO944810
50.	Uffmoor Wood	SO952810
51.	Breach Dingle & the River Stour	SO961814
52.	Old Railway Line, Hunnington	SO967814
53.	Twiland Wood	SO976808
54.	Kettles Wood	SO982809
55.	Frankley Green Wood	SO988803
56.	Raven Hays Wood	SO990806
57.	Callow Farm Meadow	SP000662
58.	Hewell Park Lake	SP011688
59.	Brockhill Wood	SP023687
60.	Butler's Hill Wood	SP025696
61.	River Arrow	SP040690
62.	Ravensbank Drive - Bridle Track	SP073698
63.	Pink Green Wood	SP085698
64.	Cocks Croft Wood	SP006730
65.	Cofton Reservoir	SP006756
66.	Coopers Hill Wood	SP009728
67.	Meadow near Foxhill House	SP012723
68.	Cofton Plantation	SP013748
69.	Shortwood Rough Grounds	SP018706
70.	Bittell Reservoirs	SP016753
71.	Alvechurch Playing Fields	SP030729
72.	Old Fish Ponds, Alvechurch	SP033725
73.	Hopwood Dingle	SP035761
74.	Peck Wood	SP037712
75.	Rowney Green	SP045714
76.	Redhill Complex, Wythall	SP049767
77.	Swanshill Wood	SP053749
78.	Dagnell Brook	SP055704
79.	Storrage Wood	SP056717
80.	Lake at Mount Pleasant	SP057749
81.	Pond at Golf Course, Wythall	SP063752
82.	Moorfield Coppice	SP064731
83.	Ponds to the north of Watery Lane	SP071738

84.	Carpenter's Hill and Prior Fields Complex	SP078705
85.	Dark Lane Meadow	SP078775
86.	Pond near Bateman's Green	SP079767
87.	Lion Wood	SP084717
88.	Branson's Cross Wood	SP085708
89.	Pond on Golf Couse near Tanner's Green	SP087748
90.	Wythall Meadows	SP090767
91.	Pond near Manor Farm	SP090753
92.	Hollywood Marsh	SP093778
93.	River Cole	SP095760
94.	Lake near Berry Mound Fort	SP098783
95.	Stratford-Upon-Avon Canal	SP104778
96.	Sweetpool	SO895798

Site of Importance for Nature Conservation - From City of Birmingham

97.	Meadows between Kitwell Lane/Wood Lane and M5	SO990816

This list of sites of particular merit for flora and fauna in the District has been compiled by the Worcestershire Wildlife Trust as a result of detailed surveys in the Bromsgrove area.

Further information about each Special Wildlife Site and the Site of Importance for Nature Conservation may be obtained from the District Council on (01527) 873232 and the Worcestershire Wildlife Trust on (01905) 754919.

Appendix 12: Employment Land Allocations

Remaining capacity on sites allocated for employment purposes in the Bromsgrove District Local Plan at the end of the Plan Period (April 2001). Reference Policy E3.

Specific Policy Ref.	Site Location	Remaining Capacity (ha.)
BROM6	Land between Hanbury Road, Shaw Lane & Westonhall Road, Stoke Prior (including Stoke Wharf, Saxon Business Park Phase 2 & 3, Harris Business Park).	8.0
BROM7	Land off Sherwood Road and Newton Road, Bromsgrove (Includes part of Aston Fields Industrial Estate)	3.3
	TOTAL	**11.3**

Appendix 12A: Employment Land Commitments

Employment land position in Bromsgrove District at the end of the Plan Period (1st April 2001).

Location	Net Site Area (ha.)	Comp. (ha.)	U/C (ha.)	O/S (ha.)
Buntsford Hill Business Park (Phase 1), Bromsgrove	4.3	4.3	0	0
Buntsford Hill Business Park (Phase 2), Bromsgrove	2.3	2	0.3	0
Buntsford Hill Business Park (Phase 3), Bromsgrove	8.0	0	0	8.0
Sugar brook Court, Aston Road, Bromsgrove	0.3	0.3	0	0
Council Depot, Aston Road, Bromsgrove	1.7	1.7	0	0
Aston Road Extension, Bromsgrove	1.4	0.9	0	0.5
Sherwood Road, Aston Fields Industrial Estate, Bromsgrove	1.7	1.7	0	0
Silver Birches Business Park (Phases 1 & 2), Bromsgrove	2.4	1.7	0	0.7
Harris Business Park	3.7	0.5	1.3	1.9
Land off Groveley Lane, Cofton Hackett	0.8	0.8	0	0
Ravensbank Business Park, Redditch	30.0	15.7	0	14.3
Saxon Business Park (Phase 1), Stoke Prior	2.5	2.5	0	0
Saxon Business Park (Phase 2 & 3), Stoke Prior	3.4	2.6	0.3	0.5
Saxon Business Park (Phase 4), Stoke Prior	3	0	0	3
Stoke Wharf	1.5	0.4	0.8	0.3
Woodyard Area, Hagley Hall, Hagley	0.2	0.2	0	0
Wythall Green Business Park, Middle Lane, Wythall	10.2	4.7	0	5.5
TOTALS	**77.4**	**40**	**2.7**	**34.7**

Appendix 12B: Windfall Employment Sites & Methodology

Windfall Methodology

The Hereford & Worcester County Structure Plan (1986-2001) Policy E2 and Worcestershire County Structure Plan (1996-2011) Policy D10 requires that sufficient land be made available to meet the needs of class B employment uses. Under the Use Classes Order (1987) as amended these uses are defined as -

B1 - Business (including offices not within A2, research and development, studios, laboratories, hi-tech uses and light industry)

B2 - General industry i.e. manufacturing

B8 - Storage and distribution (including wholesale warehousing, distribution centres and repositories).

Windfall employment sites are taken to be those sites that are neither an allocated nor a committed site. They are essentially sites which did not fall within a B use class listed above, but by virtue of a planning consent for change of use now come within one of the B use classes.

It is important to note that retail uses (A1) are not counted within the Council's employment statistics, nor are Sui Generis uses such as car showrooms.

For the purpose of the Council's methodology generally only sites over 0.2 hectares have been counted. This figure is taken to be the minimum site area that allows a productive employment use to locate.

It should also be noted that windfall employment sites do not include land already in employment use, such as redevelopment sites or the re-use of existing industrial land. The District Council also excludes from the figures any intensification of uses or land held by existing companies/employment generators for their own expansion plans. However, development of areas of vacant land within land zoned for employment purposes are counted, as this brings previously under-utilised land into productive employment use.

Several employment windfall sites are derived from consents granted for the change of use of former agricultural buildings to B employment uses, such as offices and rural workshops. Under recent Government advice given in PPG7 ("The Countryside - Environmental Quality and Economic and Social Development", February 1997), the conversion of rural buildings for business use above residential use is favoured, and such windfalls are expected to increase in number. A table of PPG7 consents is included within the "Employment Land Availability Report", April 2002 published by the District Council.

Location	Net Site Area (ha.)	Comp. (ha.)	U/C (ha.)	O/S (ha.)
Apple trees, Hanbury Road, Stoke Prior	0.2	0	0	0.2
Aston Fields Industrial Estate, Bromsgrove	1.7	1.7	0	0
Barnsley Hall, Bromsgrove	0.5	0.2	0	0.3
Barnsley Hall Farm, Bromsgrove	0.7	0	0	0.7
Bay tree Farm, Wythall	0.4	0	0	0.4
Bordesley Park Farm, Redditch	1.5	1.5	0	0
BGW Business Park, Bromsgrove	1.2	1.2	0	0
Brockhill Farm, Redditch	0.3	0	0.3	0
Chadwich Manor Farm	0.4	0	0	0.4
Fairfield Court, Fairfield	0.2	0.2	0	0
Former British Rail Goods Yard, Stoke Works	0.3	0	0	0.3
Glen field Poultry Farm, Wythall	0.7	0.7	0	0
Grange Hill House, Hunnington	0.2	0.2	0	0
Headley Farm, Wythall	0.6	0	0.4	0.2
Heath Farm, Wythall	0.3	0	0	0.3
Lower Shepley Farm	0.2	0	0	0.2
Sanders Road, Bromsgrove	0.2	0.2	0	0
St. Mary's Church, Wythall	0.5	0.5	0	0
Sugarbrook Mill, Buntsford Hill	0.7	0.2	0	0.5
Water Ancillary Offices, Aston Fields	0.2	0.2	0	0
Weights Farm, Brockhill, Redditch	0.9	0.9	0	0
Woodyard Area Extension, Hagley Hall, Hagley	0.3	0	0	0.3
TOTALS	12.2	7.7	0.7	3.8

Appendix 13: Employment Land Position At April 2001

	Area (ha.)
Completions (1st April 1986 - 31st March 2001)	40
Sites under construction	2.7
Sites outstanding	34.7
Windfalls	12.2
Allocations (BROM6 & BROM7– outstanding)	11.3
TOTAL SUPPLY	**100.9ha**

A detailed breakdown of completions, sites under construction and sites outstanding is contained within the Employment Land Availability Report for April 2002 published by the District Council (which includes the April 2001 figures).

The methodology used to calculate the supply from windfall sites is explained in Appendix 12B.

Appendix 14: Outdoor Playing Space Standards And Provision

(See Policies RAT4 (p.61), RAT5 (p.61), RAT6 (p.62)

Bromsgrove District Council Play Space Standards

The District Council's play space standards are based on the NPFA (National Playing Fields Association) "Six Acre Standard" and are in addition to other recreational provision and incidental open space not designed for play.

A Summary of Minimum Standards

Total of 2.43 ha (6 acres) per 1,000 people, made up of the following:

* Outdoor sports facilities for youths and adults:
  1.6 - 1.8 ha (4 - 4.5 acres) per 1,000

* Informal or casual play space suitable for children's use:
  0.4 - 0.5 ha (1 - 1.25 acres) per 1,000

* Equipped children's play areas:
  0.2 - 0.3 ha (0.5 - 0.75 acres) per 1,000

Facility	Maximum Walking Time	Maximum Safe Walking Distance	Average Bee-Line Distance	Minimum Size		Distance from Nearest House Property Boundary	Characteristics of Play Area
				Activity Zone	Total (include Buffer)		
LAP (Local Area for Play)	1 min	100 m	60 m	100 m^2	400 m^2 (0.04 ha)	5 m from Activity Zone	Small low-key games area (may include bench and play features)
LEAP (Local Equipped Area for Play)	5 min	400 m	240 m	400 m^2	3600 m^2 (0.36 ha)	20 m from Activity Zone	About 5 types of equipment and bench. Small games area
NEAP (Neighbour-hood Equipped Area for Play)	15 min	1000 m	600 m	1000 m^2	8500 m^2 (0.85 ha)	30 m from Activity Zone	About 8 types of equipment. Kickabout and cycle play opportunities

Based on NPFA "Six Acre Standard"

Minimum Targets For Play Space : Metric (Hectares)
(Based on 1991 Census (Resident Persons: 1991 Base) and the N.P.F.A. "Six Acre Standard")

Ward	Population	Total Play Space 2.43ha./ 1000	Youth/Adult Play Space 1.6-1.8ha./ 1000	Sports Pitches 1.2ha./ 1000	Child Equipped Play Areas 0.2-0.3ha./ 1000	Casual Space 0.4-0.5ha 1000
Alvechurch	5829	14.16	9.3 - 10.5	7.0	1.2 - 1.7	2.3 - 2.9
Barnt Green	5274	12.82	8.4 - 9.5	6.3	1.1 - 1.6	2.1 - 2.6
Beacon	4203	10.21	6.7 - 7.6	5.0	0.8 - 1.3	1.7 - 2.1
Catshill *	6316	15.35	10.1 - 11.4	7.6	1.3 - 1.9	2.5 - 3.2
Charford *	5734	13.93	9.2 - 10.3	6.9	1.1 - 1.7	2.3 - 2.9
Cofton Hackett	1752	4.26	2.8 - 3.2	2.1	0.4 - 0.5	0.7 - 0.9
Drakes Cross #	6797	16.52	10.9 - 12.2	8.2	1.4 - 2.0	2.7 - 3.4
Furlongs	3964	9.63	6.3 - 7.1	4.8	0.8 - 1.2	1.6 - 2.0
Hagley	4258	10.35	6.8 - 7.7	5.1	0.9 - 1.3	1.7 - 2.1
Majors Green #	2064	5.02	3.3 - 3.7	2.5	0.4 - 0.6	0.8 - 1.0
Norton *	5937	14.43	9.5 - 10.7	7.1	1.2 - 1.8	2.4 - 3.0
Sidemoor *	5824	14.15	9.3 - 10.5	7.0	1.2 - 1.7	2.3 - 2.9
South Wythall #	2337	5.68	3.7 - 4.2	2.8	0.5 - 0.7	0.9 - 1.2
Stoke Prior	2645	6.43	4.2 - 4.8	3.2	0.5 - 0.8	1.1 - 1.3
Stoney Hill *	5357	13.02	8.6 - 9.6	6.4	1.1 - 1.6	2.1 - 2.7
Tardebigge	1850	4.50	3.0 - 3.3	2.2	0.4 - 0.6	0.7 - 0.9
Uffdown	10114	24.58	16.2 - 18.2	12.1	2.0 - 3.0	4.0 - 5.1
Waseley +	3720	9.04	6.0 - 6.7	4.5	0.7 - 1.1	1.5 - 1.9
Whitford *	5419	13.17	8.7 - 9.8	6.5	1.1 - 1.6	2.2 - 2.7
Woodvale	2150	5.20	3.4 - 3.9	2.6	0.4 - 0.6	0.9 - 1.1
Bromsgrove Wards *	34587	84.05	55.3 - 62.3	41.5	6.9 -10.4	13.8 -17.3
Rubery Wards +	7923	19.25	12.7 - 14.3	9.5	1.6 - 2.4	3.2 - 4.0
Wythall Wards #	11198	27.22	17.9 - 20.2	13.5	2.2 - 3.4	4.5 - 5.6
District Total	**91544**	**222.45**	**146.5-164.8**	**109.9**	**18.3-27.5**	**36.6 -45.8**

Actual Provision Of Play Space: Metric (Hectares) At March 1993 And Percentage Of Minimum Target Figures

Ward	Population	Total Play Space	Youth/Adult Play Space	Sports Pitches	Child Equipped Play Areas	Casual Space
Alvechurch	5829	22.90 (162%)	17.55	16.0 (228%)	0.56	4.79
Barnt Green	5274	4.89 (38%)	2.85	1.94 (31%)	0.15	1.89
Beacon +	4203	3.18 (31%)	1.46	1.46 (29%)	0.13	1.59
Catshill *	6316	5.45 (36%)	3.74	1.94 (26%)	0.14	1.57
Charford *	5734	3.85 (28%)	1.94	1.94 (28%)	0.47	1.44
Cofton Hackett	1752	0.60 (14%)	--	-- (0%)	0.60	--
Drakes Cross #	6797	18.69 (113%)	17.83	16.49 (201%)	0.23	0.63
Furlongs	3964	3.21 (33%)	2.59	1.94 (31%)	0.12	0.5
Hagley	4258	17.84 (172%)	15.52	15.52 (304%)	0.29	2.03
Majors Green #	2064	1.26 (25%)	0.97	0.97 (39%)	0.14	0.15
Norton *	5937	5.73 (40%)	3.70	3.40 (40%)	0.15	1.88
Sidemoor *	5824	6.87 (49%)	4.41	2.91 (42%)	0.19	2.27
South Wythall #	2337	1.94 (34%)	1.94	1.94 (69%)	--	--
Stoke Prior	2645	8.66 (135%)	8.02	7.28 (228%)	0.17	0.47
Stoney Hill *	5357	9.43 (72%)	7.78	5.82 (91%)	0.05	1.60
Tardebigge	1850	20.25 (450%)	16.67	15.52 (705%)	0.11	3.47
Uffdown	10114	19.39 (79%)	11.68	4.85 (40%)	0.24	7.47
Waseley +	3720	4.76 (53%)	3.33	0.97 (22%)	0.02	1.41
Whitford *	5419	9.59 (73%)	6.26	-- (0%)	0.18	3.15
Woodvale	2150	2.30 (44%)	1.58	0.97 (37%)	0.20	0.52
Bromsgrove Wards *	34587	40.92 (49%)	27.83	16.01 (39%)	1.18	11.91
Rubery Wards +	7923	7.94 (41%)	4.79	2.43 (26%)	0.15	3.00
Wythall Wards #	11198	21.89 (80%)	20.74	19.40 (144%)	0.37	0.78
District Total	**91544**	**170.79(77%)**	**129.82**	**100.90 (92%)**	**4.14**	**36.83**

Notes

1. All field sports pitches are included in the youth/adult column.
2. Field sports pitches e.g. for association football, rugby football, cricket and hockey all counted at an average area:
   Full size =0.97 hectare, Junior size =0.485 hectare.

Appendix 15: District Council Operated Allotments

District Council Operated Allotments

Allotment Site	Statutory/Non-Statutory	Approx. No.of Plots
New Road, Sidemoor, Bromsgrove	Non Statutory	4
Newton Road, Aston Fields, Bromsgrove	Non Statutory	5
Pool Furlong, Holy Cross, Clent	Non Statutory	18
Rigby Lane, Aston Fields, Bromsgrove	Statutory	72
Round Hill, Lickey End	Non Statutory	54
Stoke Road, Aston Fields, Bromsgrove	Non Statutory	50
Stoneybridge, Fairfield	Non Statutory	13
Stourbridge Road, Bromsgrove	Statutory	41
Watt Close, Bromsgrove	Non Statutory	42

Appendix 16: Commons And Greens

COMMONS:

Clent Common
Gannow Green Common
Hollies Hill Common
Romsley Hill Common
Sling Common
The Marlholt, Putney Lane, Romsley
Uffmoor Green Common
Walton Pool Common

VILLAGE GREENS:

Alvechurch Green
Belbroughton - Bradford Lane Green
Belbroughton - Holy Cross Lane Green
Broad Green, Tardebigge
Holy Cross Village Green
Woodcote Green

Appendix 17: Car Parking Standards

WORCESTERSHIRE COUNTY COUNCIL DRAFT CAR PARKING STANDARDS

Town and Country Planning Use Class Order 1987	**Car Park Provision**	**Service Provision**
A1 Shops under 1000 sq.m	1 car space per 25 sq.m gross floor area	1 lorry space
Food retail over 1000 sq.m free standing	1 car space per 18 sq.m gross floor area	1 lorry space/1000 sq.m up to 3000 sq.m. Additional lorry spaces as required.
Food retail over 1000 sq.m in established shopping centre or retail park	1 car space per 25 sq.m gross floor area	1 lorry space/1000 sq.m up to 3000 sq.m. Additional lorry spaces as required.
Non food retail over 1000 sq.m	1 car space per 20 sq.m gross floor area	1 lorry space/1000 sq.m up to 3000 sq.m. Additional lorry spaces as required.
Garages and motor car showrooms	Add together the number of spaces required for each category	
Repair garages	Spare part store: 1 car space/25 sq.m of gross floor area if a main distributor Workshop: 4 car spaces/bay or 2 lorry spaces plus 1 car space if a lorry repair shop MOT bays: 4 car spaces/bay	1 lorry space unless provided under another category Ancillary vehicles: minimum 3 lorry spaces
Car sales areas	Offices: 1 car space/25 sq.m of gross floor area Sales-main distributor: 1 car space/50 sq.m of sales area Other: 1 car space/100 sq.m of sales area. At least 2 spaces	The need for space for car transporter should be considered
Petrol filling station	In addition to space for vehicles refuelling there should be one space for each queue	Space for petrol tanker
Sales kiosk over 100 sq.m	1 space per 25 sq.m gross floor area	1 lorry space
Car wash	3 car spaces for waiting	1 lorry space unless provided under another category
Tyre and exhaust centre	4 car spaces/repair bay 2 lorry spaces/lorry repair bay	
A2 Financial and professional services	1 car space per 25 sq.m gross floor area	
A3 Food and drink retail	1 car space per 10 sq.m gross floor area	1 lorry space Additional lorry spaces as required
B1 Business up to 2500 sq.m	1 car space per 25 sq.m gross floor area	1 lorry space
Thereafter	1 car space per 35 sq.m gross floor area	Additional lorry spaces as required
B2 General industry up to 250	1 car space per 35 sq.m gross	1 lorry space

sq.m	floor area	
Thereafter	1 car space per 50 sq.m gross floor area	Additional lorry spaces as required
B8 Storage and distribution	1 car space per 250 sq.m gross floor area	1 lorry space additional lorry spaces as required#
C1 Hotels/Motels	1 car space per bedroom. Bars/Restaurant/Function rooms to be considered separately	Minimum 1 lorry space and manoeuvring space for a coach
C2 Hospitals	1 space per 4 staff plus 2 spaces per 3 daily visitors~	Minimum 1 lorry space/ambulance area plus appropriate set down area for taxi/car/bus
Nursing Homes	1 space per 4 beds plus residential staff as C3	
Residential School	1 space per 2 staff plus 1 space/4 beds	
C3 Dwellings:		1 car space per 4 dwellings. Where carriageway width exceeds 5.5m this can be on the highway. Where carriageway width is less an adopted lay-by should be provided.
1 or 2 bedrooms	1 car space with direct unobstructed access to highway	
3 or 4 bedrooms	2 car spaces with direct unobstructed access to highway*	
Residential homes for active elderly	As dwelling standards above	1 lorry space
Sheltered accommodation controlled by a warden	1 car space per 3 units plus Warden/staff provision	1 lorry/ambulance space
Residential caravans	Standard as for dwellings	
Transit or static holiday homes	1 car space per unit	
D1 Doctors surgeries etc	4 car spaces per consulting or treatment room Unless visit/appointments are longer than 1 hour when 2 spaces applies	1 ambulance space
Crèche	1 space per member of staff	2 visitor spaces/set down pick up spaces
Schools	1 space per member of staff	3 visitor spaces primary schools 5 visitor spaces secondary schools
Further/Higher Education	1 space per 2 staff	1 lorry space
Art Galleries/Museums/Libraries	1 car space/30 sq.m of gross floor area	1 lorry space
Public Halls, Exhibition Centres, Places of Worship	1 car space per 22 sq.m gross floor area	1 lorry space
D2 Assembly and Leisure, Concert Hall/Bingo, Dance Hall, Night Club, Cinema	1 car space per 22 sq.m gross floor area	1 lorry space + coach area where dev area exceeds 750 sq.m
Public Parks	4 spaces/Hectare	Coach space where appropriate
Sports facilities*		
Swimming pool	1 car space/5 sq.m pool area	1 coach space
Team game areas	1 car space/2 team members	1 coach space/team

Golf Course	60 car spaces/18 holes 2 spaces/bay for driving range	1 coach space
Leisure centre/sports centre, gymnasium	1 car space/22m gross floor area	1 coach space
Stadia	1 car space/15 seats	1 lorry space plus 1 coach space/100 seats
Marina	1 car space/berth	1 lorry space
Fishing lake	1 car space/peg	
Other		
Allotments	10 car spaces/hectare	
Kennels & Catteries	1 car space/4 pens	
Garden Centres		
Sales are under cover	1 car space/25 sq.m gross floor area	1 lorry space
Public outside area	1 car space/250 sq.m gross floor area	Additional provision as required

Where an applicant operates their own vehicles from the site adequate parking provision should be agreed

~ Visitors to include all persons going to hospital who are not staff ie patients, those accompanying patients and those visiting in-patients

*Note: Each car should be capable of being driven onto the highway without needing to move another vehicle

*Note: Appropriate parking to be provided in accordance with A3 standard for restaurant/bar etc where these are available to the general public at the same time as the activity is taking place

Additional Parking Standard Requirements

1. Cycle facilities are required with all major development proposals; these should be close to the entrance and under cover. Capacity for 6 bicycles is a minimum requirement except residential where space to store bicycles is required. For larger developments, the provision of 1 cycle space per 10 parking spaces is required together with showers and lockers for employees.

2. Disabled spaces should be provided in all cases (except residential) as part of the total parking space provision. The minimum requirement is for one space, however for larger car parks 1 in 20 should be designated disabled, be constructed of appropriate size and located close to the building entrance without steps or upstand kerbs on the route to the entrance.

3. The provision of designated parking spaces for parent and child should be counted as part of the total parking provision and whilst located near to the entrance should not compete with disabled provision.

4. Travel Plans will be required by way of a Section 106 obligation for all major developments relating to employment, retail, leisure, services and education. These will provide a means of achieving a reduction in car use and the encouragement of more sustainable modes of transport. As part of Travel Plans, car sharing may be appropriate. Measures can include designated parking spaces close to building entrances however, these should take third place to disabled and parent/child spaces. Travel Plans may require the provision of bus routes/bus stops and taxi areas to be incorporated within the site; these should be located where possible to be more convenient than the parking spaces.

5. A minimum of five safe parking spaces for motorcycles will be required in any car park of more than 200 spaces.

Notes on applying the standards

1. The standards apply to new developments or extensions and to changes of use.

2. The standards apply to the external dimensioned floor area.

3. An average car space is 25 sq.m, including manoeuvring space based on a minimum bay size of 4.8m long x 2.4m broad plus a 6m aisle where parking is at right angles. A lorry space/loading bay is 100 sq.m including manoeuvring space. Minimum bay size 15m long x 3m broad plus aisle.

4. For any use not included in the above standards the required number of parking spaces will be subject to negotiation bearing in mind the principles of sustainable travel choice.

5. Advice in the DETR's Traffic Advisory Leaflet 5/95 (Parking for Disabled People) regarding maximum travel distances between designated car parking and destinations should be adhered to.