Bromsgrove District Council

Core Strategy

Draft Document

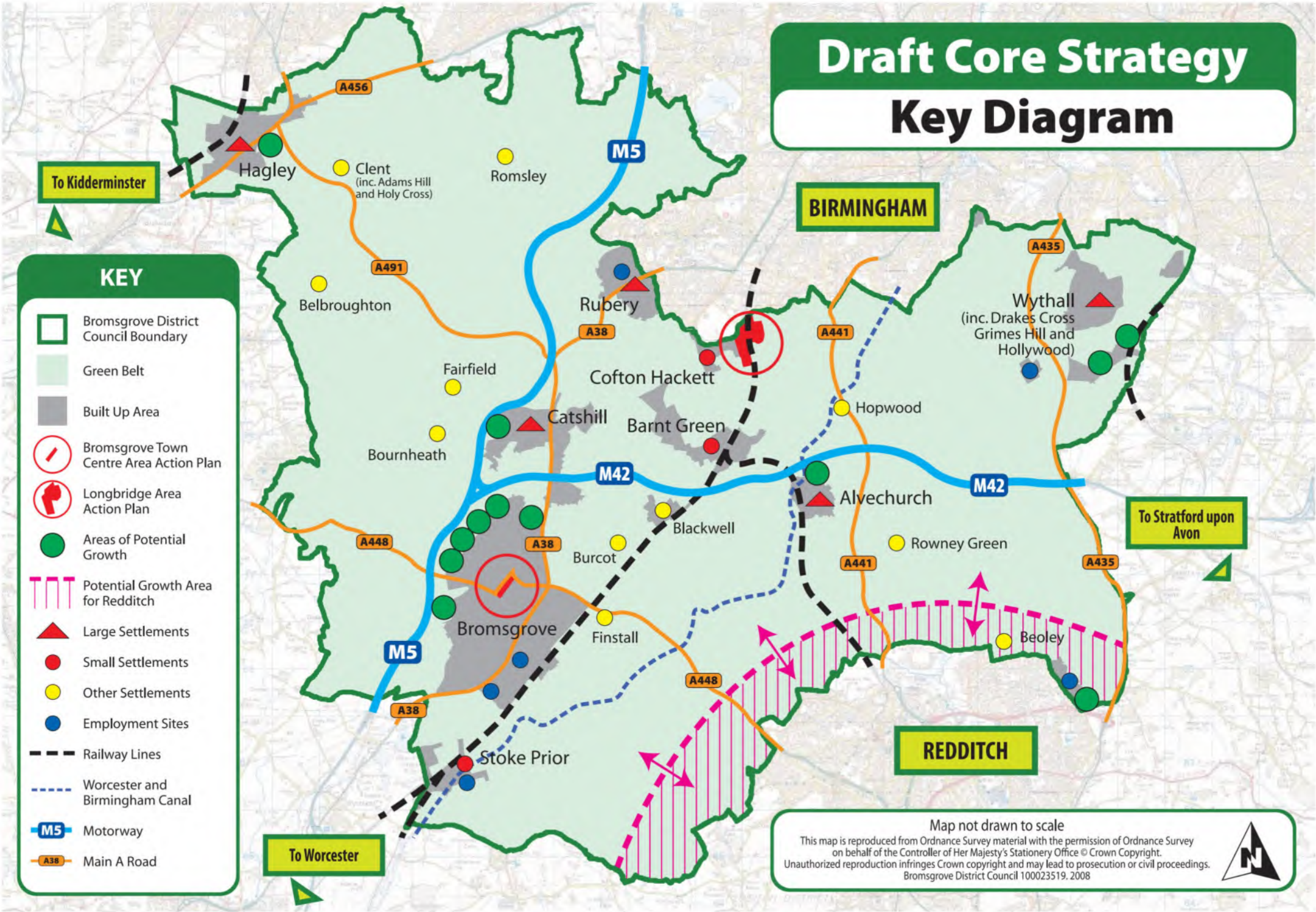
OCTOBER 2008

LDF Local Development Framework

Planning and Environment Services

Bromsgrove District Council

www.bromsgrove.gov.uk


Draft Core Strategy
Key Diagram
KEY
Bromsgrove District Council Boundary
Green Belt
Built Up Area
Bromsgrove Town Centre Area Action Plan
Longbridge Area Action Plan
Areas of Potential Growth
Potential Growth Area for Redditch
Large Settlements
Small Settlements
Other Settlements
Employment Sites
Railway Lines
Worcester and Birmingham Canal
M5 Motorway
A38 Main A Road
To Kidderminster
To Worcester
To Stratford upon Avon
BIRMINGHAM
REDDITCH
Hagley
Clent (inc. Adams Hill and Holy Cross)
Romsley
Belbroughton
Rubery
Fairfield
Cofton Hackett
Catshill
Barnt Green
Bournheath
Hopwood
Wythall (inc. Drakes Cross Grimes Hill and Hollywood)
Alvechurch
Blackwell
Burcot
Rowney Green
Bromsgrove
Finstall
Beoley
Stoke Prior
A456
A491
A38
A448
A435
A441
M5
M42
Map not drawn to scale
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Bromsgrove District Council 100023519. 2008

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1. Background

Purpose of this report

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

What is a Local Development Framework?

1.1 The Bromsgrove LDF will replace the existing Bromsgrove District Local Plan which was adopted in 2004. It is being prepared under provisions within the Town and Country Planning (Local Development) (England) Amendment Regulations June 2008. The LDF is made up of a portfolio of documents. This includes the Core Strategy and other Local Development Documents (LDDs) which set out policies and proposals for implementing the Core Strategy. Once adopted, the Core Strategy, other Development Plan Documents and the West Midlands Regional Spatial Strategy will form the statutory Development Plan for the District.

1.2 The Core Strategy shows how a spatial planning approach can help deliver the District's vision and aspirations. It will provide the strategic planning framework for the District, guiding change to 2026. The LDDs set out how different aspects of the Core Strategy will be implemented. Some of these LDDs will have material status in guiding decisions made on planning applications. The Core Strategy is one of these.

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

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

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

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

1.6 During the preparation of this Draft Core Strategy all options presented in the Issues and Options consultation process have been evaluated and the most appropriate options form the basis of policies are now presented. It is important to remember that whilst consultation responses are a key input to the emerging Local Development Framework there are also many other inputs as well such as Government policy, the West Midlands Regional Spatial Strategy, other strategies and so on. Therefore it may not always be possible to amend policies in response to consultation feedback, however much the Council may wish to do so.

Context

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

What happens next?

1.8 The District Council will carefully consider all representations received and where appropriate seek to resolve issues. This document will then be developed into the Core Strategy and formally "submitted" to the Secretary of State in 2009. However, it is likely that submission of this DPD will follow the receipt and assimilation of the report of the Examination in Public of the West Midlands Regional Spatial Strategy Phase 2 Review.

1.9 The submitted document will be made available for another consultation period during which formal representations can be made.

1.10 All representations received will be considered at an Examination in Public to be conducted by an independent Planning Inspector who will test the 'soundness' of the plan. The tests of soundness are set out in Planning Policy Statement 12 Local Spatial Planning. It states that after an Inspector checks that the Core Strategy complies with legislation in the Planning and Compulsory Purchase Act 2004, the Inspector must determine whether the plan is sound by ensuring that it is "justified, effective and consistent with national policy". The Inspector's report will be binding on the District Council.

How can I get involved?

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

1.12 Publication of the Core Strategy DPD is timetabled for Friday 31st October 2008 and the consultation period will run until Monday 16th February 2009.

1.13 This is your opportunity to continually be involved in the evolution of the Core Strategy DPD. Any of the Councils proposed core policies are open to scrutiny and you can still put forward your ideas for other options.

1.14 We will need to consider all of your comments before a final published Core Strategy can be issued. Therefore, if you have any comments they must be received by the District Council by 5pm on Monday 16th February 2009.

1.15 You can send us your comments on what you think of this document and the proposed policies using the response form, as this will enable us to process your comments in the most effective way. Please send the completed form to:

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

email **ldf@bromsgrove.gov.uk**
tel. **01527 881328**
Fax. **01527 881313**

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

www.bromsgrove.gov.uk

What has influenced this Draft Core Strategy?

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

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

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

Sustainable Community Strategy

1.19 The work of the Bromsgrove Partnership (Local Strategic Partnership) in identifying key issues for the District in the Sustainable Community Strategy has helped to inform the spatial objectives in the Core Strategy. The implementation of the Core Strategy will put an emphasis on the delivery of the spatial objectives which will in turn help to deliver many of the Local Area Agreements within the Sustainable Community Strategy.

Sustainability Appraisal

1.20 A draft Sustainability Appraisal (SA) report was available for consultation alongside the Issues and Options document. The comments received have helped to prepare the SA[1] report which is also available for consultation with this Draft Core Strategy together with a non-technical summary.

Issues and Options Consultation

1.21 The responses to the issues and options consultations carried out in 2005 and 2007 have also had a significant impact on the process. A full consultation report[2] is available as a separate document and this sets out details of whom was consulted, when and how they were consulted, what the responses were and how these have been incorporated into the Draft Core Strategy.

Engagement with delivery stakeholders

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

Joint Working

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

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

1. Draft Core Strategy Sustainability Appraisal 2008
2. Draft Core Strategy Consultation Report, July 2008

2. Spatial Portrait

2.0 Bromsgrove District Council covers approximately 21,714 hectares and at 2001 had a population of 87,837(2001 Census). The population was projected to increase to around 91,500 by 2007 falling back steadily to about 90,800 by 2011. It lies to the south of the West Midlands Conurbation and is located 22km (14 miles) southwest of central Birmingham. Bromsgrove Town is the largest settlement (population circa 30,000) with smaller settlements being scattered throughout this predominantly rural area.

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

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

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

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

2.5 The area is well served by motorways, the M5 running north to south and the M42 from east to west. These routes connect with the M6 to the north of Birmingham and the M40 to the east. Localised congestion occurs in the District, for example, due to excessive traffic volumes in the Town Centre at peak times and if there is an issue on the Motorways when traffic typically diverts through the local highway network. The District is also served by train connections with a number of commuter routes passing through the District into Birmingham. Over the last ten years the number of people who use Bromsgrove station has increased by 400%.

Most of the people who use the station commute to work in the West Midlands conurbation but there are an increasing number of people using the train services from Bromsgrove for leisure trips, education and to access health facilities. Despite this heavy usage the existing station facilities are extremely basic and the platform lengths prohibit larger trains from stopping. The station therefore currently presents a poor image as the gateway to Bromsgrove. Furthermore, not all areas within the District are well served by public transport. However, as the area itself is highly accessible by private car, coupled with the attractiveness of the area as a desirable place to live, this has resulted in sustained inward migration from the nearby conurbation. The demand for property within the District has had significant implications on property prices. In 2007 the average house price was £234,885; which was significantly above the national average of £210,578. The affordability issue is exacerbated in the smaller rural settlements thus making it difficult for young people to find a home in the community that they grew up.

2.6 Excellent strategic links means that the area has also become attractive to businesses considering expansion, relocation or establishing for the first time. Within the District, employment is concentrated within the services sector but this employment is not solely provided for in the District. In 2007 the average residence based earnings in Bromsgrove are £25,925; this is significantly above the national average of £23,200. The larger than average salaries, combined with inward migration, has resulted in continuing demand for leisure, health, education, housing and other personal and social facilities. However, with approximately 91% of the District located within the designated Green Belt there is a clear difficultly in identifying sufficient land for development without altering Green Belt boundaries.

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

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

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

2.10 The above average earnings within the District confirm that there is significant wealth in many locations, however there are small pockets of deprivation within the town of Bromsgrove. Parts of the Sidemoor and Charford wards fall within the most deprived 20-40% of Super Output Areas (SOAs) across England. These areas perform badly on indicators such as health, education and income.

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

3. Spatial Vision

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

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

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

Bromsgrove's LDF Vision:

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

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

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

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

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

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

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

Further Explanation of the Spatial Vision

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

3.3 The anticipated economic, cultural and social changes that will emerge in the next 18 years will have been addressed, taking full account of the views of Bromsgrove's public and stakeholders.

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

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

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

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

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

3.9 Bromsgrove will maintain low levels of unemployment by providing a range of jobs in various sectors, with growth primarily focussed on knowledge based industries and high tech manufacturing situated on the Central Technology Belt that runs through the District. Providing a wider range of skilled occupations will have provided greater opportunity for residents to work locally and thus reduced the need to travel.

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

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

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

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

4. Strategic Objectives

4.0 We have defined a set of spatial objectives that aim to deliver the spatial vision for Bromsgrove by 2026. They build upon national and regional planning policy objectives and address key local issues. The objectives provide the basis for the preferred spatial strategy for the District, including the core policies which are necessary to secure delivery. The proposed strategic objectives are outlined below:

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

- **SO14** - Respond to increased risks of flooding
- **SO15** - Provide excellent and accessible health, education, culture and leisure facilities to meet the needs of Bromsgrove's population
- **SO16** - Promote active and healthy lifestyles and strive for excellence in education and culture

5. Links with the Bromsgrove Sustainable Community Strategy

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

5.1 The table below highlights the linkages between these documents.

Themes in the Sustainable Community Strategy	Local Area Agreements	Spatial Objectives in Core Strategy	Core Strategy Policies
Communities that are Safe and feel safe	To reduce crime Reassure the public reducing the fear of crime Reduce the harm caused by illegal drugs Build respect in communities and reduce anti-social behaviour	S03, S08, S011, S012	CP4, CP9, CP10, CP12, CP13
A Better Environment - for Today and Tomorrow	To reduce waste and increase recycling To have cleaner, greener and safer public spaces To protect and improve Worcestershire's natural environment/ biodiversity Reduce the harm caused by illegal drugs Build respect in communities and reduce anti-social behaviour	S05, S06, S07, S09, S010, S011, S012, S013, S014	CP1, CP4, CP5, CP6, CP7, CP9, CP10, CP11, CP12, CP14, CP17
Economic Success that is shared by all	To develop a vibrant and sustainable economy To develop the economic structure To improve the skills base of the local population To ensure access to economic benefits	S03, S04, S011, S012	CP1, CP3, CP4, CP5, CP6, CP7, CP8, CP9, CP10, CP11, CP12, CP17
Improving health and well being	Reduce health inequalities To increase life expectancy and reduce morbidity of adults To improve the quality of life of older people with a limiting long term illness	S05, S06, S011, S012, S015	CP1, CP4, CP5, CP6, CP9, CP10, CP11, CP12, CP16, CP17

Table continued on page 12

Themes in the Sustainable Community Strategy	Local Area Agreements	Spatial Objectives in Core Strategy	Core Strategy Policies
Meeting the needs of children and young people	To improve access to and take up of integrated local preventative services To develop inclusive communities by increasing the level of educational attainments To increase participation in education and training To improve the life chances of vulnerable children and young people through activity and positive contribution To ensure that children and young people are protected from harm To increase life expectancy and reduce morbidity of children and young people	S01, S02, S05, S06, S011, S012, S015, S016	CP1, CP3, CP4, CP5, CP6, CP9, CP10, CP11, CP17
Stronger communities	Empower local people to have a greater choice and influence over local decision making and a greater role in public service delivery To reduce income deprivation including child and pensioner poverty To improve passenger transport, leading to improved accessibility and an increase in passenger numbers To improve access to services To increase opportunities for recreation, leisure and culture for all	S01, S02, S03, S04, S05, S06, S08, S011, S012, S015, S016	CP1, CP2, CP3, CP4, CP5, CP6, CP7, CP8, CP9, CP10, CP11, CP12, CP13, CP14, CP15, CP16, CP17

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

Where this obviously occurs, cross references have been included for the sake of clarity, however it is likely subtle overlaps will also occur and the plan should therefore be considered in its entirety.

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

1) **Impacts in relation to climate change.**
2) **Impact on landscape, visual amenity and areas of ecological importance.**
3) **Impact on nearby residential accommodation and other occupiers.**
4) **Traffic implications and proximity to transport infrastructure.**
5) **The extent to which the proposals helps to achieve wider environmental benefits.**
6) **Financial viability.**

6. Core Policies

A | A Better Environment for Today and Tomorrow

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

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

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

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

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

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

CP1 Climate Change

6.5 Climate change is the greatest environmental challenge facing the world today. Rising global temperatures will bring changes in weather patterns, rising sea levels and increased frequency and intensity of extreme weather. Bromsgrove district needs to adapt to climate change and to reduce the risk by reducing our contribution to the causes (see also policy CP4 Promoting High Quality Design, CP5 Managing Natural Assets, CP6 Managing Man-Made Assets and CP7 Water Management and Flood Protection).

6.6 To reduce our contribution to the causes of climate change, our future energy policy must focus on the reduction in emissions of greenhouse gases. Climate change and its effects will be a primary consideration in the determination of development proposals. Development and service provision must seek to ensure that impact on natural resources is minimised and the potential use of renewable or low carbon resources maximised.

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

6.8 In November 2006 Bromsgrove District Council became a signatory of both the Worcestershire Climate Change Pledge and the Nottingham Declaration, thereby demonstrating its commitment to combating the affects of climate change and joining with other authorities in taking a stand against it. This committed the authority to looking to reduce its own emissions of greenhouse gases, and working with and encouraging local stakeholders to follow suit.

6.9 The Region should aim to contribute as far as possible towards the achievement of the national energy target 10% of electricity produced from renewable energy by 2010 with an aspiration to double the renewables share of electricity between 2010 and 2020. In 2000 the Region generated less than 0.1% of its consumption from renewable sources and this shows that there is significant room for improvement.

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

6.11 In response to the Energy White Paper (EWP), Advantage West Midlands has conducted and published the first low-carbon regional economic strategy 'Connecting to Success' and the study shows the potential for combined heat and power (CHP) networks in the region. Several areas in the Bromsgrove district are shown to have the potential for viable CHP schemes (see 'Improving Infrastructure: heat mapping and decentralised energy feasibility study' published by Advantage West Midlands).

6.12 Potential renewable energy resources in Bromsgrove include biomass, active solar systems, small scale hydro electricity schemes, energy from waste combustion, landfill gas and wind.

Core Policy 1: Climate Change

To be a greener district the Council will expect:

a) All development to be in sustainable location which is well served by public or sustainable transport, provide facilities that encourage people to travel by sustainable modes of transport and take into account the impacts of climate change.

b) All development to reduce energy consumption by following the energy hierarchy: 1) reduce use of energy; 2) use energy more efficiently; 3) move to energy from renewable or low carbon sources; and 4) use remaining fossil fuels cleanly.

c) Facilities that employ best practice technology to optimise the opportunities for, and convenience of recycling, composting and minimising waste.

d) The building and the construction process to minimise its carbon footprint, for example by using sustainable construction techniques and/or design: the use of recycled or locally sourced building materials; aiming to achieve Code For Sustainable Homes Level 3 by 2010, Code Level 4 by 2013 and Code level 6 by 2016 for all new residential development.

e) All developments to use sustainable decentralised zero or low carbon energy generation such as CHP or district heating schemes. Where such a scheme is not viable, a secure, zero or low-carbon energy infrastructure or contribution ensuring connection to future district heating scheme is required.

f) All major development[3] (either new build or conversion) to incorporate appropriate renewable energy production equipment to provide at least 10% of the predicted energy requirements by 2010 and 20% by 2020. Where on-site provision is not viable, off-site provision or an equivalent contribution is required.

3. Any development with a floor space of 1000m² plus, or ten or more residential units

CP2 Distribution of Housing

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

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

See also policy CP15 Cross Boundary Growth.

Core Policy 2: Distribution of Housing

When determining the location of new housing development to meet Bromsgrove's needs, the following hierarchy will be used:

a) In the first instance development needs in the District will primarily be met through the re-use of previously developed land or buildings within existing settlement boundaries that are not in the designated Green Belt.

b) Additional land will be needed outside existing settlement boundaries to meet emerging RSS targets. The primary location for this growth will be adjacent to Bromsgrove Town. This growth will be delivered through the phasing of key strategic sites[4]. Areas of potential growth are shown on the key diagram.

c) If additional land is needed in the Plan period to 2026 it will only be released for development through the adoption of a Land Allocations Development Plan Document.

d) In Green Belt villages (identified as 'Other settlements' on the Key Diagram), affordable housing will be allowed where it is of an appropriate scale and there is supporting evidence to show that it will meet local needs.

e) Redevelopment for housing or the development of new housing in the form of limited infilling within Green Belt settlement boundaries providing this would not have an adverse effect on the character of the settlements. Limited infilling shall be interpreted as the filling of a small gap within an otherwise built-up frontage.

4. The strategic sites will be accurately defined on a Proposals Map before the submission of the Core Strategy

CP3 Rural Renaissance

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

Core Policy 3: Rural Renaissance

Proposals in rural settlements should demonstrate that they contribute to rural renaissance, for example, in the following ways:

a) The proposal supports the sustainable diversification and development of the rural economy through the growth of existing businesses and the creation of acceptable new enterprise including tourism and recreational uses.

b) The proposal will lead to an improvement in the range and quality of services available to a rural community.

c) The proposal does not unacceptably impact on the rural landscape or existing character of the locality.

d) The proposal involves the provision of affordable houses in rural settlements where there is a proven local need. Development should be proportionate to the size of settlements and related to needs. The following list of settlements are deemed to be appropriate for consideration in Rural Exception terms:

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

CP4 Promoting High Quality Design

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

Core Policy 4: Promoting High Quality Design

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

a) Reduce its impact on climate change.

b) Be 'climate-proofed', i.e. resilience to extreme climate conditions.

c) Contribute positively to biodiversity and increase the ability of biodiversity to migrate across landscapes by making the intervening land use between semi-rural habitats more biodiversity-rich, rather than simply physically linking them.

d) Reduce water consumption, help offset the impacts of water pollution and surface water run-off.

e) Contribute positively to an area's identity and heritage in terms of scale, density, layout, orientation, massing, use of materials, architectural features and access.

f) Be flexible to respond to future social, technological and economic needs.

g) Be easy to get to and move through and around by all community groups, providing recognisable routes, interchanges and landmarks that are well connected to sustainable transport, community facilities and services of individual communities and neighbourhoods in the district.

h) Have public and private spaces that are safe, attractive, easily distinguished, accessible and complement the built form.

i) Incorporate car parking that is integrated with the existing public realm, and other pedestrian and cycle routes and ensure motor vehicles do not dominate development schemes.

j) Encourage a balanced mix of uses that work together and encourage sustainable living.

k) Provide active ground floor frontages where located in the town, district and local centres.

l) Be accessible to all users.

m) Be safe, uncluttered, varied and attractive and reduce opportunities for crime and the fear of crime, disorder and anti-social behaviour.

n) Value the amenity of current and future users and be located away from unacceptable nuisance, air pollution or vibration.

CP5 Managing Natural Assets

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

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

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

1) Clent, Lickey and Waseley Hills.
2) Open countryside, 91% of the District is classified as Green Belt, its landscape character, appearance and the best agricultural land.
3) Statutory and local areas of geological, wildlife and ecological value including Sites of Special Scientific Interests (SSSIs), Special Wildlife Sites (SWSs), Regionally Important Geological and/or Geomorphological Sites (RIGS), locally characteristic habitats and species identified in the Biodiversity Action Plan for Worcestershire and valuable geodiversity areas to be identified in Phase 3 of the Geodiversity Action Plan for Worcestershire.
4) The character of settlements and their immediate environs.
5) Parks and gardens of historic interest.
6) Land of Recreational and amenity value.
7) Woodlands.
8) The public Rights of Way network.
9) Canals, rivers and streams.

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

6.20 Geodiversity comprises the variety of rocks, fossils, minerals, landforms and soils, and the associated natural processes that determine the landscape and character of our natural environment. Geodiversity, biodiversity and archaeology are therefore closely linked, with the underlying geology influencing habitats, distribution of species and settlement patterns.

6.21 Climate change threatens species and ecosystem functions and processes upon which human survival and well-being depend. Isolated sites are unlikely to accommodate all of the UK's characteristic biodiversity or to sustain it in the light of climate change. Resilient systems absorb and respond to changes while sustaining biodiversity and ecosystem goods and services. The council will seek to maintain, restore ecologically functional landscapes and even re-create wetlands which enable species to adapt and move freely in response to climate change.

6.22 The West Midlands Biodiversity Partnership has commissioned a biodiversity study which will be used as evidence for the Regional Spatial Strategy Phase 3 Revision. A Regional Opportunity Map which identifies areas that need to be restored and areas for habitats expansion will be produced. Following this study, the Worcestershire Biodiversity Partnership will also produce a local opportunity map.
The Council will refer to these maps when considering planning proposals.

Core Policy 5: Managing Natural Assets

The Council will require development proposals to:

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

CP6 Managing Man Made Assets

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

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

Core Policy 6: Managing Man Made Assets

The Council will:

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

CP7 Water Management and Flood Protection

6.25 The LDF can potentially make a significant contribution to protecting the community and the environment of Bromsgrove from the consequences of flooding and to encourage the prudent use of water resources. Although the District was not severely affected by the serious flooding in 2007, the issue of flooding is a concern for the residents of the District. As Climate Change will lead to increased frequency and intensity of extreme weather, priority will be given to development in areas of minimal flood risk.
A Strategic Flood Risk Assessment and a Water Cycle Strategy have recently been completed for the District. These studies conclude that flood risk within the District is mainly associated with flash flooding of ordinary watercourses as a result of rapid response of its catchments to runoff. In many cases this has resulted in an overwhelming of the road, rail and canal networks and their associated drains and outflows. Along many of the watercourses flooding is attributable to a lack of maintenance resulting in blockages and reduced flow capacity. However a degree of flooding has also been associated with the Main Rivers located within the District most notable the River Salwarpe, The Sugar Brook, The Spadesbourne Brook and the Battlefield Brook. It is therefore imperative that any new development takes this into account and minimises the volume of runoff produced through the implementation of SuDs especially where located on Greenfield sites. It is recommended that

rainwater re-use schemes be utilised such as rainwater harvesting for domestic use and source control techniques including the installation of green roofs and permeable paved surfaces.

Core Policy 7: Water Management and Flood Protection

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

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

B Economic Success that is shared by all

6.26 Overall Bromsgrove is considered a good place to do business. An extensive business survey carried out as part of the Employment Land Review (ELR) found that the drivers of this are the quality and space of premises, the effectiveness of premises for business, the local environment for staff and customers and IT infrastructure. Whilst this paints a positive picture, there is a certain imbalance in the level of wealth contained within the district in relation to the jobs available within the district. The average annual residence based earnings in the district are £25,925 whilst the average workplace based earnings are only £19,798. The 2008 ELR identifies that Bromsgrove is a net exporter of labour with 10,200 residents having employment outside the district. These figures suggest that there are an insufficient number of skilled jobs within the district and this therefore needs to be addressed. The wealth within the district can paint a misleading picture as there are pockets of deprivation which need to be addressed to help reduce the level of inequality in Bromsgrove.

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

CP8 Distribution of New Employment Development

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

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

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

6.31 The level of employment growth required within Bromsgrove District will be determined with the emerging RSS. The preferred option document states that Bromsgrove should have a rolling 5 year reservoir of 7 hectares and an indicative requirement of 21 hectares across the plan period. Housing targets within the RSS revision are currently subject to further examination and are likely to be revised and higher housing targets would have a knock-on effect on the amount of employment land required. The majority of sites within the current supply fall within identified employment sites as shown on the Key Diagram[5]. When additional land for employment is required this will be delivered through an allocations DPD.

6.32 It is crucial that the district has a balanced portfolio of employment land to provide a range of jobs for local people and try and limit the levels of outward migration to the MUA. To help achieve this it is essential that existing employment sites are afforded a level of protection. The 2007 Annual Monitoring Report of the RSS highlights that significant levels of industrial land are lost each year. During 2005-06, 194 hectares of former employment land was lost to other uses in the West Midlands. It is imperative that Bromsgrove does not contribute to this ongoing trend and protects high quality employment land.

5. Key diagram found at inside front cover

Core Policy 8: Distribution of New Employment Development

In particular the Local Development Framework will promote the following:

a) New technology opportunities as part of the 'Central Technology Belt', including Longbridge and Bromsgrove Technology Park.

b) Small scale office and mixed use schemes within Bromsgrove Town Centre.

c) A range and choice of readily available employment sites to meet the needs of the local economy.

d) Limited employment development in rural areas that help to maintain the vitality and viability of villages whilst not encouraging migration from Major Urban Areas.

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

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

a) Accessibility to public transport options.

b) The capacity of the road network to accommodate increased traffic.

c) Impact on the character of an area.

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

Proposals that result in the loss of employment land (use classes B1, B2 or B8) for non-employment uses (e.g. housing) will not be considered favourably unless applicants can demonstrate that:

1) The proposal would not have an unacceptable adverse impact upon the quality and quantity of employment land within the local area.

2) There would be a net improvement in amenity e.g. 'Non-conforming' uses close to residential areas.

3) The site has been actively marketed for employment uses a minimum period of 12 months, providing full and detailed evidence.

4) The site is not viable for an employment use or mixed use (including an appropriate level of employment).

CP9 Retail and Town Centre Regeneration

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

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

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

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

Core Policy 9: Retail and Town Centre Regeneration

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

Any retail development should be proportionate to the size of the relevant settlement. Proposals for retail development outside local shopping centres shown on the Proposals Map[6] will generally not be allowed, especially if it would affect the vitality or viability of a nearby local centre.

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

6. The proposals map is not currently available but will be ready for submission

C Improving Health and Well Being

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

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

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

CP10 Sustainable Transport

6.39 Transport and accessibility plays a key role in improving quality of life and prosperity of residents and is also vital for achieving economic growth. One of the key challenges of the Local Development Framework will be to deliver an improvement in accessibility by encouraging more sustainable means of travel.

6.40 The Worcestershire Local Transport Plan (LTP) produced by Worcestershire County Council sets out the strategy and priorities for transport provision. The current LTP identifies accessibility, congestion, economic regeneration and the environment, particularly air quality, as being the main transport issues relating to Bromsgrove.

6.41 As Bromsgrove is a largely rural District the private car remains the main travel mode. However, the continuing and increasing use of the private car is harmful to the environment in terms of impact on air quality and carbon emissions. Therefore public transport needs to be a convenient and efficient alternative to the private car in order to encourage more people to use it. There are currently a number of bus services operating within the District which mainly serve the main urban areas as well as linking to neighbouring settlements such as Birmingham, Worcester and Kidderminster. Many rural areas are poorly served with unreliable and infrequent bus services.

6.42 Bromsgrove District Council will therefore work towards reducing the need to travel by car and assist in delivering a sustainable transport network covering the extent of the District, on both east/west and north/south axes. As a means to assist those who don't have direct access to a private car, Bromsgrove District Council will investigate means to provide residents with easier access to local public services, for instance by developing community transport.

6.43 Encouraging more rail travel is an effective way of reducing car journeys. The availability of car parking and cycling facilities at railway stations is important to encourage more people to switch from car to rail for at least part of their journey. Cyclepaths, footpaths, and bus connections to stations can make an effective contribution to enabling people to move through and around the District.

6.44 Bromsgrove District Council will continue to work with Worcestershire County Council Transport Section and rail industry partners to secure a new and improved Bromsgrove Railway Station. The station will provide adequate car parking and cycle facilities and effective sustainable connections with Bromsgrove Town Centre including for instance bus connections and promotion of Sustrans National Cycle Route 5.

Core Policy 10: Sustainable Transport

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

a) Developments which generate significant travel demands must include transport assessments (being fully informed by Guidance on Transport Assessments (GTA) to ensure compliant travel plans) and should be located adjacent to existing or proposed public transport links.

b) In determining the location of developments which generate significant commercial movements a detailed assessment of alternative locations should be undertaken with a view to determining the optimum location in terms of sustainability.

c) To support increased public transport usage only essential car parking will be allowed at new developments close to public transport interchanges.

d) All new developments should be accessible by safe and sustainable modes of transport including walking and cycling.

e) All major developments should incorporate proposals to increase the scope for walking and cycling in a safe environment.

CP11 Open Space and Recreation

6.45 The provision of open space, sport and recreation facilities contribute to the achievement of wider governmental objectives such as social and community cohesion, urban renaissance and promoting a healthy and enjoyable life. The strategic contribution that open space makes to the wider environment is therefore recognised as follows:

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

6.46 In accordance with the requirements set out in Planning Policy Guidance Note 17, Planning for Open Space, Sport and Recreation (PPG17), on behalf of Bromsgrove District Council, PMP consultants have recently carried out an open space, recreation and sport local needs assessment and playing pitch strategy across the District.

6.47 The Open Space, Sport and Recreation study has looked into the current quantity, quality and accessibility of different types of open space, sport and recreation areas. Based on the population forecast of the district in 2026, it identified that apart from play areas for children, the district as a whole will have a general deficiency in 1) parks and gardens, 2) natural and semi-natural green spaces, 3) amenity green space, 4) play areas for young people, 5) outdoor sports facilities, and 6) allotments.

6.48 In relation to green corridors, the need for them arises from the need to promote environmentally sustainable forms of transport, so there is no sustainable way of stating a provision standard. The primary purposes of civic spaces is the provision of a setting for civic buildings, public demonstrations and community events, and it is therefore not realistic to set a quantity standard for it.

6.49 Due to the important role of open space and recreation areas, the Local Development Framework will require the retention and enhancement of all public and privately owned open space of recreational and/or amenity value including allotments, cemeteries & churchyards and green corridors. Provision will be required on new developments in accordance with standards recommended in the Open Space, Sport and Recreation Study. Development of existing recreational land and/or buildings and open space will not be supported unless it is no longer required or development secures satisfactory replacement or an improvement of provision.

Core Policy 11: Open Space and Recreation

All proposals in the district are required to:

a) Contribute quantitatively and/or qualitatively to the existing open space, sports and recreation areas in accordance to the local standards.

b) Provide green corridors to link neighbourhoods with open spaces and open spaces with wildlife such that the green corridors can become informal recreational space and alternate means of transport routes.

c) Contribute towards future management and maintenance of the open space, sports and recreation areas.

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

D Meeting the Needs of the Community

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

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

CP12 Type, Size and Tenure of Housing

6.52 Proposals for housing must take account of local housing needs in terms of size, type and tenure of dwellings. These needs will include appropriate provision for all sectors of the community, for example, including the needs of elderly people and also the particular needs of gypsies and travellers.

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

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

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

2 Bed Properties	**+850**
3 Bed Houses	**+125**
2 Bed older persons housing	**+4,800**
Housing with care for older people	**+1,575**

6.55 Bromsgrove has an over supply of large 4 and 5 bedroom homes and to redress this balance there needs to be a dramatic change in building patterns across the district to provide alternatives to the increasing pensioner population who live in family homes.

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

6.57 Land is a finite resource and in a district with limited potential for brownfield redevelopment, it is crucial to minimise the use of Greenfield sites. It is therefore essential that the level of development on sites is maximised without compromising the quality of housing development. In line with PPS3 the council will seek minimum housing densities of 30 dwellings per hectare. Higher densities will be sought in locations close to the town centre and areas accessible by a range of means of transport where the character of the area is not compromised. Settlements such as Barnt Green are generally quite low density and characterised by large dwellings set within large plots. In areas such as this lower densities will be required to maintain the distinct character and appearance of settlements.

Core Policy 12: Size, Type and Tenure of Housing

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

i) 2 bed general needs properties.

ii) 2 bed properties for people of retirement age.

iii) properties suitable for the older elderly.

iv) 3 bed houses.

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

a) A minimum of 30 dwellings per hectare across the district.

b) Higher densities in Bromsgrove Town Centre and other settlement centres where sites are readily accessible by public transport.

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

CP13 Accommodation for Gypsies, Travellers and Showpeople

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

Core Policy 13: Accommodation for Gypsies, Travellers and Showpeople

If additional sites to cater for both Redditch and/or Bromsgrove needs are required, they will be assessed using the following criteria:

a) Safe and convenient vehicular and pedestrian access to the site should be provided.

b) The site must be large enough to provide for adequate on site facilities for parking, storage, play and residential amenity.

c) The site should be well located on the highway network and have good access to public transport facilities.

d) Safe and convenient access to schools and local facilities via public transport where possible.

e) The site should not be detrimental to amenities of adjacent occupiers.

f) Adequate levels of privacy and residential amenity for occupiers should be provided.

CP14 The Scale of New Housing

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

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

Core Policy 14: The Scale of New Housing

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

a) Accessibility to public transport options.

b) Proximity to employment opportunities.

c) The capacity of health, education and other public services to accommodate growth.

d) The capacity of the road network to accommodate increased traffic.

e) Provision of a mix of housing of different sizes and tenures including affordable and retirement accommodation to meet identified local needs.

f) The availability of previously developed sites.

g) Impact on the character of an area.

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

The Council's Strategic Housing Land Availability Assessment (SHLAA) identifies significant amounts of suitable and available land that can deliver considerably more housing than what is required within the Preferred Option of the RSS. Given the likely oversupply of sites to provide flexibility and being mindful of the need that housing delivery should be supported by adequate infrastructure, the Council will consider whether granting of permission on sites that are not identified as part of the housing supply would undermine the objectives of this Plan.

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

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

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

CP15 Cross Boundary Growth

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

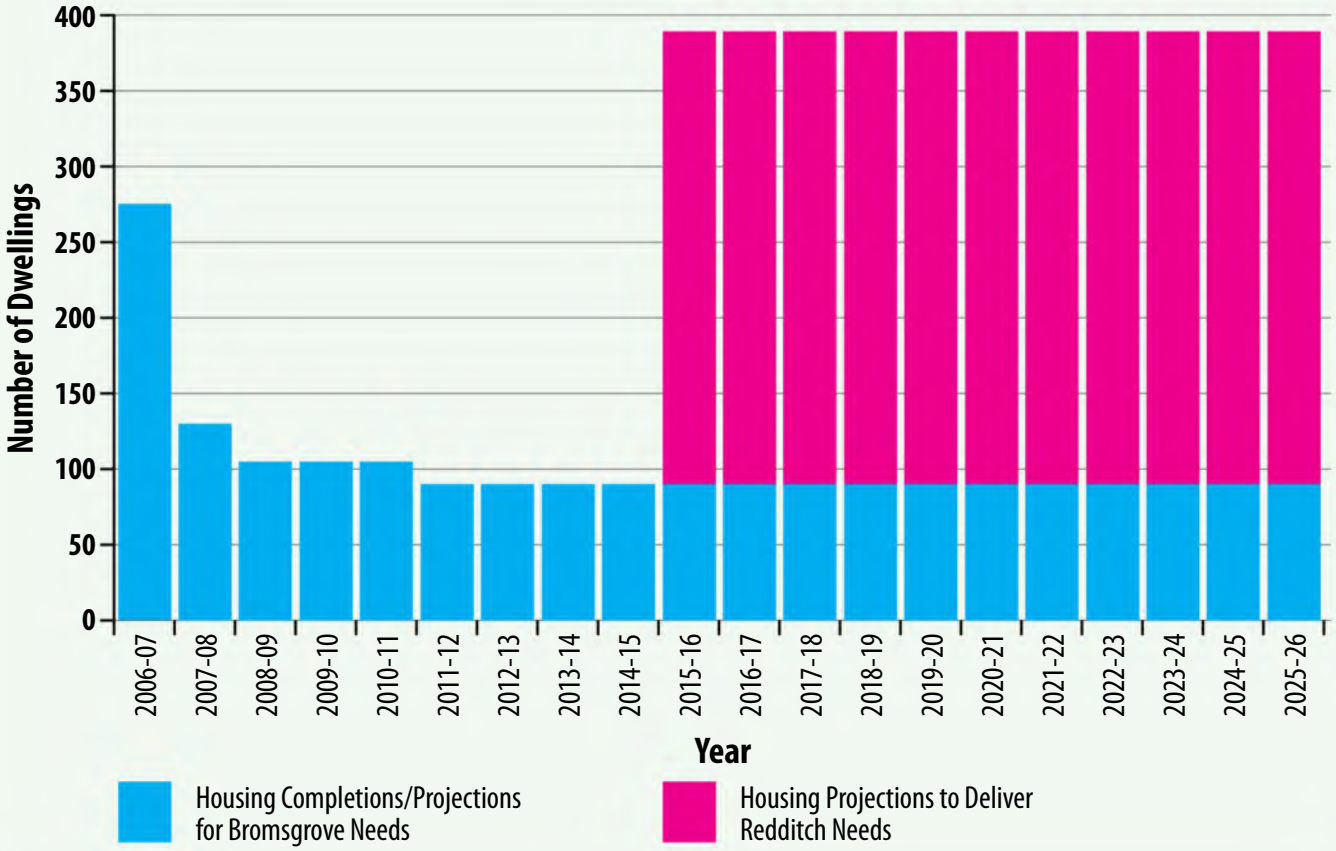
6.62 To inform the distribution and location of this cross boundary growth, two studies have been carried out. The first, considered the potential of the urban area of Redditch to accommodate housing and employment growth to 2026; the level of additional peripheral growth required to meet the housing and employment requirements; and the implications for accommodating the peripheral growth.

6.63 The second study considers in more detail how best to distribute the required growth scenarios to Redditch's existing urban area including land within Bromsgrove and Stratford-on-Avon Districts.

6.64 It is anticipated that these cross boundary requirements and how they will be split between Bromsgrove and Stratford-on-Avon Districts will be decided through the Examination in Public process of the WMRSS Phase Two Revision.

6.65 Figure 2 on page 30 identifies when the growth in terms of housing for both Redditch and Bromsgrove needs may be delivered over the plan period. It is intended that the Redditch needs will be distributed in the later half of the plan period allowing Redditch to deliver housing in their district first.

Figure 2. Delivery of RSS Preferred Option Figures across plan period
Housing delivery for both Bromsgrove and Redditch Housing Needs 2006-2026



Core Policy 15: Cross Boundary Growth

Bromsgrove District will seek to accommodate the following cross boundary requirements in conjunction with Stratford-on-Avon District Council to meet the housing and employment land provision for Redditch Borough:

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

Please Note:

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

6.67 Members of the Working Party recommended the following:

(a) That objections to the RSS be submitted in respect of the level of housing allocated to Bromsgrove and to the level of Redditch related housing and employment growth to be provided within Bromsgrove and/or Stratford in locations adjacent to Redditch town, when alternative more strategically viable sites within the district are available.

(b) that the Portfolio Holder for Planning be requested to write to the appropriate Officers at the Government Office for the West Midlands and the West Midlands Regional Assembly together with the local MP, expressing concern over the decision making process at the Regional Planning Partnership on 22nd October 2007.

New Issue

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

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

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

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

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

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

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

Your views are therefore welcomed on this new issue.

CP16 Affordable Housing

6.74 Bromsgrove has some of the highest average house prices in the South Housing Market Area and a very high level of homeownership, with only 11% of homes in the district socially rented.
This combination of factors means that there is significant unmet demand for affordable housing.

6.75 Over recent years several studies have identified that there is a requirement for greater levels of affordable housing in the district, including the Housing Needs Study (2004), The South Housing Market Area Assessment (2007) and most recently the Bromsgrove Housing Market Assessment (2008). This most recent assessment identifies that 47% of the total housing delivered should be affordable.

6.76 The Preferred Option document of the Phase 2 Revision of the RSS allocates just 105 new dwellings per annum for Bromsgrove District. Meeting the level of demand for affordable housing will be very challenging if such low housing targets remain in place for the next 10 years.

6.77 One of the key findings in the Housing Market Assessment is that many people working in Bromsgrove are excluded from the home ownership market in Bromsgrove. A single person with an average income is unlikely to be able to purchase property at its full market value. The knock-on affect of this is that many people who work in the district commute in daily, this is clearly not sustainable. Increased affordable housing provision should help to reduce this trend.

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

Core Policy 16: Affordable Housing

Proposals for housing development will be considered against the following criteria:

a) On all housing sites in large and small settlements (as identified on the key diagram) a proportion of affordable housing will be sought on all sites equal to or over 0.4 hectares or 10 dwellings.

b) In Other Settlements (as identified on the key diagram) the threshold will be reduced to 5 dwellings or all sites equal to or over 0.2 hectares.

c) On both rural and urban sites the minimum target that 40% of all new dwellings are affordable units will apply. In circumstances where the applicant can fully demonstrate that financially 40% cannot be achieved a lower provision will be negotiated.

d) Exceptionally, affordable housing will be allowed in or on the edge of settlements in the Green Belt where a proven local need has been established through a comprehensive and recent survey and where the choice of site meets relevant planning criteria.

e) Where proposals accord with detailed guidance contained in the Affordable Housing SPD produced as part of the Local Development Framework.

CP17 Sustainable Communities

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

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

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

6.82 Due to the size of the District and the geographical spread of settlements many residents have longer travel distances to access basic services. The situation is exacerbated by the lack of full public transport coverage of the District.

6.83 Therefore, proposals for development should secure an improved balance between housing, employment and community facilities in settlements and new development should not result in the loss of essential services.

6.84 Development often has an impact on service provision and requires new infrastructure to be provided. It is therefore considered reasonable that developers contribute towards schemes that are designed to mitigate these impacts.

6.85 The principle of securing developer contributions towards infrastructure, to mitigate against the impact of development is a well established process. The conventional approach towards securing such contributions in the past has been based on negotiations. The Government have introduced provisions within the Planning Bill to establish a Community Infrastructure Levy (CIL) which is not likely to become operational before Spring 2009. It is envisaged a standard charge would be levied on all new development.

6.86 Adequate infrastructure should exist or be provided to support new development at the time of construction with an emphasis on public transport and green travel.

Core Policy 17: Sustainable Communities

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

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

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

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

7. Implementation and Monitoring

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

7.1 The new planning system places greater emphasis on the importance of continual plan review. In order to make the planning system more responsive to changing circumstances, components of the LDF have been separated so that each document can be reviewed and updated independently.

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

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

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

7.5 Monitoring provides information on the performance of policy, the delivery of development and impacts on the environment. It is therefore important that the plan can be easily monitored and that this process is aligned with the way we assess the sustainability of the Plan. We are therefore intending to use the key indicators from the Sustainability Appraisal process and the performance indicators in 7.11 to form the basis of monitoring.

7.6 The Implementation of the policies contained in the Core Strategy will require concerted action by a range of public, private and voluntary sector bodies working in partnership. The Council has neither the powers nor the resources to implement the Core Strategy alone. The document's role is to provide a clear and robust framework for development in order that investment and action can be co-ordinated and geared to efficient and effective delivery.

7.7 The support of the private sector, whether as an agency for development or in the provision of services in the local community, will be important and the Council will look to maintain close engagement with them in the coming years, through the forum of the Local Strategic Partnership. Central to this approach is the need to ensure the involvement of the wider community, whether those who live, or work here. The district council will continue to engage the local community seeking to build on their capacity to engage and influence change to ensure the new plans deliver sustainable development and reflect the kind of district residents want to live in.

7.8 A number of Core Policies will also depend on the production of other documents as part of the Local Development Framework. Key documents will include a Sites Allocation Development Plans Document, Area Action Plans for Bromsgrove Town Centre and Longbridge and Supplementary Planning Documents.

7.9 An implementation plan has been developed to show clearly and concisely how and when policies will be delivered. Any possible risks have also been identified to provide a realistic analysis of what major constraints may limit progress. This gives the Council the opportunity to consider how any risks could be dealt with or minimised at this early stage.

7.10 Summary Implementation Plan

Policy	Responsible Bodies	Delivery Mechanisms	Delivery Funding	Land Use and Planning Issues	Phasing and Timetable	Risk Assessment
CP1 – Climate Change	Applicants/ Planning Authority/ Building Control WCC, Bus companies, Private individuals	Planning Applications/ joint working	Private Sector	Requires creative and integrated approach to delivering greener developments	From adoption of Core Strategy to 2026	Potential for additional costs to make developments less viable. Possible time lag in adoption/acceptance of innovative design approaches
CP2 – Distribution of Housing Growth	Applicants/ Planning Authority	Planning Applications & Allocations DPD	Private Sector RSL	Requires up to date SHLAA and detailed evidence to back up allocation of sites	From adoption of Core Strategy to 2026	Downturn in market may hamper delivery on housing sites
CP3 – Rural Renaissance	Applicants/ Planning Authority/ Tourism industry	Planning Applications	Private Sector RSL	Requires careful interpretation of Green Belt policy against benefits of improving the vitality and viability of village life.	From adoption of Core Strategy to 2026	Downturn in the economy may limit short term opportunities
CP4 – Promoting High Quality Design	Applicants/ Planning Authority/ CABE	Planning Applications SPD	Private Sector	Requires innovative thinking and an integrated approach to deliver high quality design on schemes.	From adoption of Core Strategy to 2026	Difficulty in delivering high quality design on smaller more constrained sites.
CP5 – Managing natural assets	Applicants/ Planning Authority/ WCC, Worcs Wildlife Trust/ Herefordshire & Worcs Earth Heritage Trust	Planning Applications	Private Sector/ Public Sector	Requires detailed consultation with consultees during development control process	From adoption of Core Strategy to 2026	Limited resources of organisations to enable continued detailed involvement
CP6 – Managing Man-made Assets	Applicants/ Planning Authority/ English Heritage	Planning Applications & Internal work by Conservation Officers/joint working	Private Sector/ Public Sector	Requires detailed consultation with consultees during development control process	From adoption of Core Strategy to 2026	Limited resources

7.10 Summary Implementation Plan *continued*

Policy	Responsible Bodies	Delivery Mechanisms	Delivery Funding	Land Use and Planning Issues	Phasing and Timetable	Risk Assessment
CP7 – Water Management & Flood Protection	Planning Authority/ Applicants/ Environment Agency/ Severn Trent/ South Staffordshire Water/ Building Control/ private individuals	Planning Applications	Private Sector/ Utilities/ Environ Agency	Detailed analysis and consultation required before allocation or approval of sites for development	From adoption of Core Strategy to 2026	Financial constraints in current economic climate may limit feasibility of innovative approaches
CP8 – Distribution of New Employment Development	Applicants/ Planning Authority/ Economic Development Team/Learning Skills Council/ WCC	Planning Applications Longbridge AAP Town Centre AAP	Private Sector/ AWM/ Public Sector	Requires an integrated approach and a continued focus on high technology industries and in some cases the use of master plans	From adoption of Longbridge AAP	Downturn in the economy and the low take-up of high technology space. Integration of skills and development requires detailed and time consuming coordination/ organisation
CP9 – Retail & Town Centre Regeneration	Applicants/ Planning Authority/ retail sector, development industry, PCT, West Mercia Police	Planning Applications Town Centre AAP S106 Agreements	Private Sector/ Public Sector	Requires holistic approach to regeneration with continued public involvement	From adoption of Core Strategy to 2026	Difficulty in attracting investment in current economic climate
CP10 – Sustainable Transport	Applicants/ Planning Authority/ Network Rail/ WCC	Planning Applications Town Centre AAP S106 Agreements Community Transport Initiative	Private Sector/ Network Rail/ Public Sector/ London & Midland/ AWM	Needs highly co-ordinated approach with appropriate infrastructure provided at the right time to serve new developments	From adoption of Core Strategy to 2026	Poor patronage of Public transport and difficulty in securing adequate funding.
CP11 – Open Space & Recreation	Applicants/ Planning Authority/ Sport England/ WCC	Planning Applications S106 Agreements SPD	Private sector/ Public sector	Requires detailed consideration of key issues treating each application on its own merits	From adoption of Core Strategy to 2026	Lack of sufficient resources and maintenance. Financial viability of schemes versus provision of open space

7.10 Summary Implementation Plan *continued*

Policy	Responsible Bodies	Delivery Mechanisms	Delivery Funding	Land Use and Planning Issues	Phasing and Timetable	Risk Assessment
CP12 – Type, Size & Tenure of Housing	Applicants/ Planning Authority	Planning Applications S106 Agreements Needs Assessment	Private Sector RSL	Requires co-ordinated and integrated approach to deliver suitable housing that meets local needs	From adoption of Core Strategy to 2026	Stagnation in market for private sector housing. Need for increased density versus local character
CP13 – Accommo-dation for Gypsies & Travellers	Applicants/ Planning Authority	Planning Applications	Private Sector	Requires pro-active approach and delicate management of sensitive issues	From adoption of Core Strategy to 2026	Uncertainty over the level of demand due to the transient characteristics of this group
CP14 – The Scale of New Housing	Applicants/ Planning Authority/ service providers/ WCC	Planning Applications Allocations DPD	Private Sector RSL	Requires co-ordinated approach and careful phasing of sites to meet RSS targets	From adoption of Core Strategy to 2026	Stagnation in market for private sector housing
CP15 – Cross Boundary Growth	Applicants/ Planning Authority/ Redditch BC/ Stratford DC/ service providers	Planning Applications	Private Sector RSL	Requires co-ordinated approach and careful phasing of sites to meet RSS targets	Redditch growth to be delivered in later half of plan period	Downturn in economy may hamper delivery on sites. Outcome dependent on RSS consultation and Examination in Public. Anticipated resistance to alteration of green belt boundaries
CP16 – Affordable Housing	Applicants/ Planning Authority	Planning Applications S106 Agreements	Private Sector RSL	Requires careful negotiation and implementation to maximise levels of affordable housing	From adoption of Core Strategy	Stagnation in market for private sector housing may hamper delivery of affordable housing through S106 agreements
CP17 – Sustainable Communities	Applicants/ Planning Authority/ service providers/ development industry	Planning Applications S106 Agreements	Private Sector	Requires an integrated approach to ensure appropriate services are provided in settlements	From adoption of Core Strategy	Downturn in economy may have adverse impact on smaller businesses and make local facilities less viable and/or limit the levels of planning gain that may be achievable.

7.11 Core Strategy - Performance Indicators

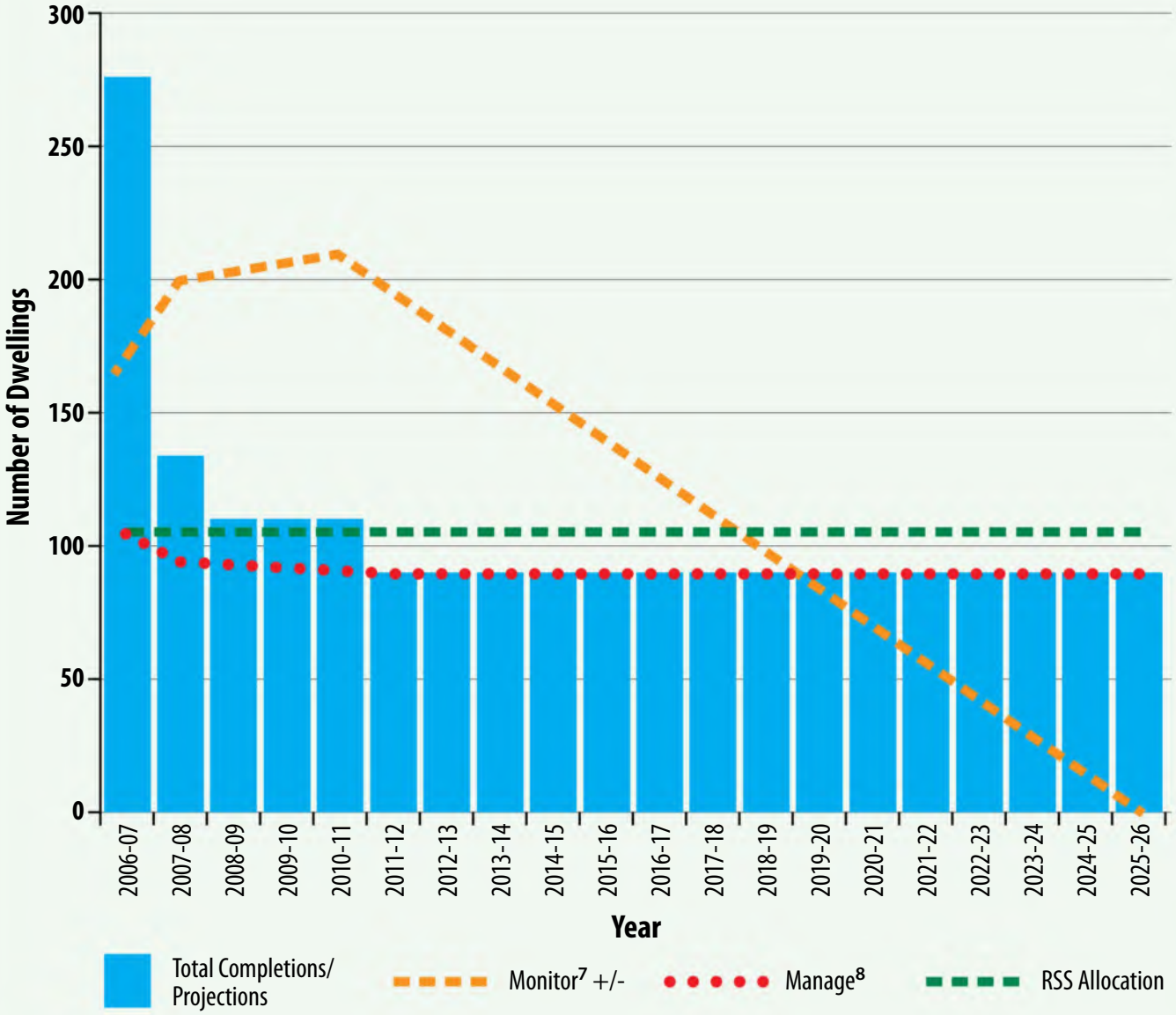
Core Strategy Policy	Target/Indicator
CPI - Climate Change	Decrease in CO2 emissions Decrease in average electricity consumption per household/year in line with Government targets % of new developments with energy efficient design Number of new developments with on-site renewable energy Number of bus and rail travellers % of people usual method of travel Number of trips made by public transport Proportion of new housing within 30 minutes by public transport from key facilities Proportion of development within 800 metres/13 minutes walk from hourly bus service Number of noise related complaints Vehicle flows through urban areas Number of new AQMA's declared % waste recycled per year Household waste collection % of rivers with fairly good or better biological and chemical water quality Number of new developments on flood plains Area of contaminated land Number of new trees planted and those lost Number of schemes incorporating water harvesting Number of new industries/companies developing new technology addressing climate change Number of new developments incorporating opportunities for recycling
CP2 - Distribution of New Housing	% of new development within Bromsgrove % of new development in the Green Belt % of new development within an ADR % of affordable housing provided which meets local needs
CP3 - Rural regeneration	No of rural regeneration schemes underway
CP4 - Promoting High Quality Design	Proportion of relevant schemes incorporating "secured by design" principles % of people to which fear of crime is an issue Number of recorded crimes Number of ASBO's
CP5 - Managing Natural assets	% of total land use under landscape designation % of planning permissions granted in the Green Belt % of planning permissions affecting areas of recognised landscape value
CP6 - Managing man made assets	Total number of listed buildings No of listed buildings demolished No of listed buildings at risk Total number of scheduled ancient monuments No of planning applications for work on Listed buildings or in Conservation areas No of buildings on local list of architectural merit which have been lost No of visitors to heritage sites No of new conservation areas declared or extensions to existing ones Proportion of Conservation Areas with Character Assessments completed
CP7- Water management and Flood Protection	No of incidences of flooding No of new properties built in the flood plain No of new developments incorporating SUDS No of planning permissions granted contrary to advice of EA

7.11 Core Strategy - Performance Indicators *continued*

Core Strategy Policy	Target/Indicator
CP8 - Distribution of new employment	No of new technology companies locating within Bromsgrove Technology Park % of new employment within Bromsgrove Town % of new employment in other settlements % of school leavers attending Higher Education Proportion of population educated to degree level or higher 16 year olds with no qualifications Access to primary schools and secondary schools % of unemployment
CP9 - Retail and Town Centre Regeneration	Adoption of Town Centre AAP No of initiatives completed within TC AAP % of new retail, residential, leisure and commercial development within the Town centre Town Centre vacancy rates
CP10 - Sustainable Transport	Number of bus and rail travellers % of people usual method of travel Number of trips made by public transport Proportion of new housing within 30 minutes by public transport from key facilities Proportion of development within 800 metres/13 minutes walk from hourly bus service % access to GP Life expectancy comparison statistics % of residents with limiting long term illness % of population describing their health as good Development of new Bromsgrove station
CP11 - Open Space and recreation	No of parks and areas of recreation space Proportion of eligible open space maintained to "green flag" standard Proportion of residents satisfied with quantity and quality of open space and recreational facilities % of allotments lost to development % loss of recreational land and/or buildings lost to development
CP12 - Type, size and tenure of housing	No of units completed for the elderly Average density of development achieved across the District
CP13 - Accommodation for Gypsies and Travellers	Occupancy rates No of pitches provided in District for Districts needs No of pitches provided in District for cross boundary needs
CP14 - The Scale of New Housing	Net additional dwellings for current years % of development on PDL
CP15 - Cross boundary growth	No of dwellings completed % of green
CP16 - Affordable housing	No. of affordable houses completed Proportion of affordable housing achieved by area/settlement No. of affordable housing schemes completed through exception schemes % of sites with 100% affordable housing
CP17 - Sustainable Communities	Proportion of local facilities threatened, but closure avoided Access to key facilities, Post Office, GP, schools, Higher Education etc

Appendix A

Housing Trajectory 2006-2026 (Based on RSS Preferred Option Figure)
District of Bromsgrove Housing Trajectory using RSS Preferred Option Figures 2006-2026



7. Number above or below cumulative allocation
8. Annual requirement taking into account past/projected completions

Appendix B

Core Policy Evidence Base - Summary

Core Policy	PPSs/PPGs	Adopted RSS	RSS Phase 2 Revision	Other Sources
CP1) Climate Change	PPS1, PPS10 PPS22	QE1, QE3, EN1, EN2, M3, WD1, T1, T2, T3, T4, T5, CC1	SR1, SR2, SR3, SR4, QE1, QE3, EN1, EN2, M3 T1, T2, T3, T4, T5, W1	Energy White Paper: Meeting the Energy Challenge by Department of Trade and Industry (DTi) Draft Planning for Renewable Energy in Worcestershire by Worcestershire County Council Draft Planning for Climate Change in Worcestershire by Worcestershire County Council Heat Mapping and Decentralised Energy Study by West Midlands Regional Observatory Improving Infrastructure: Heat Mapping and Decentralised Energy Feasibility Study for Advantage West Midlands Community Energy: Urban Planning for a Low Carbon Future by Town and Country Planning Association and Combined Heat & Power Association Baseline data on CO2 emission Building a Greener Future: Policy Statement by Department of Communities and Local Government Bromsgrove District Council Quality of Life Survey April 2008
CP2) Distribution of Housing	PPS1, PPG2, PPS3, PPS6, PPS7	RR1, RR3, CF2, CF3, CF4, CF5, CF6,	RR1, RR3, CF2, CF3, CF4, CF5, CF6, CF8, CF10	Strategic Housing Land Availability Assessment by Bromsgrove District Council Housing Market Assessment by Housing Vision
CP3) Rural Renaissance	PPG2, PPS3, PPS7	RR1, RR2, RR3, RR4, CF7, CF8, CF10, QE5, T1, PA15	RR1, RR2, RR3, RR4, CF5, CF6, CF7, T1, QE5 PA15	Strategic Housing Land Availability Assessment by Bromsgrove District Council Housing Market Assessment by Housing Vision Bromsgrove District Council Quality of Life Survey April 2008

Core Policy Evidence Base - Summary *continued*

Core Policy	PPSs/PPGs	Adopted RSS	RSS Phase 2 Revision	Other Sources
CP4) Promoting High Quality Design	PPS1, PPS3, PPS6, PPS9, PPG16, PPS23, PPG24, PPS25	SR1, SR2, SR3, QE1, QE3, QE4, QE5, QE9 T2, T3	QE1, QE3, QE4, QE5, QE9, T2, T3	By Design: Urban Design in the Planning System - Towards Better Practice by Department of the Environment, Transport and the Regions Draft Planning for Water in Worcestershire by Worcestershire County Council Climate Change: Adaptation by Design by Town and Country Planning Association By Design CABE 2000 West Mercia Crime and Safety Survey Bromsgrove Results October 2007 Bromsgrove District Council Quality of Life Survey April 2008 Community Safety Local Delivery Plan 2008/2009
CP5) Protecting Natural Assets	PPS9, PPG15, PPG16	QE1, QE4, QE5, QE6, QE7, QE8, QE9, T2, T3	QE1, QE4, QE5, QE6, QE7, QE8, QE9, T2, T3	Biodiversity Action Plan for Worcestershire by Worcestershire Biodiversity Partnership Draft Geodiversity Action Plan for Worcestershire (Phase 1 and Phase 2) by Herefordshire & Worcestershire Earth Heritage Trust Planning Policy Statement 26: Tackling Climate Change Through Planning (Discussion Document) by Town and Country Planning Association Landscape Character Assessment by Worcestershire County Council Bromsgrove Biodiversity Database supplied by Worcestershire Biological Record Centre Worcestershire Countryside Access and Recreation Strategy by Worcestershire County Council

Core Policy Evidence Base - Summary *continued*

Core Policy	PPSs/PPGs	Adopted RSS	RSS Phase 2 Revision	Other Sources
CP6) Protecting Man-Made Assets	PPG15, PPG16	QE1, QE4, QE5, QE6, QE7, T2, T3	QE1, QE4, QE5, QE6, QE7, T2, T3	Landscape Character Assessment by Worcestershire County Council Conservation Area Appraisals by Bromsgrove District Council
CP7) Water Management and Flood Protection	PPS1, PPS25	QE9	SR1,QE9	Draft Planning for Water in Worcestershire by Worcestershire County Council Draft Planning for Climate Change in Worcestershire by Worcestershire County Council Bromsgrove District and Redditch Borough Water Cycle Study by Royal Haskoning Bromsgrove District and Redditch Borough Strategic Flood Risk Assessment by Royal Haskoning
CP8) Distribution of New Employment	PPS1, PPS6, PPS7	RR1, PA1, PA3, PA4, PA5, PA6, PA6A, PA6B, PA14, PA15	RR1, PA1, PA3, PA4, PA5, PA6, PA6A, PA6B, PA14, PA15	Employment Land Review by Drivers Jonas West Midlands Economic Strategy
CP9) Retail and Town Centre Regeneration	PPS1, PPS3, PPS6, PPG13	UR3, UR4, RR1, RR3, RR4, CF2, PA1, PA12B, PA14, QE3, QE4, QE5, T1, T3, T7, T8	SR2, UR3, UR4, RR1, RR3, RR4, CF2, PA1, PA12B, PA14, QE3, QE4, QE5, T1, T3, T7, T8	Employment Land Review by Drivers Jonas Bromsgrove Town Centre Retail Capacity Report by CBRE 2004 Bromsgrove District Council Quality of Life Survey April 2008
CP10) Sustainable Transport	PPS1, PPS6, PPS7, PPG13	UR3, RR1, RR3, RR4, CF2, PA1, T1, T2, T3, T4, T5, T7, T8	SR1, SR2, SR4, UR3, RR1, RR3, RR4, CF2, PA1, QE2, T1, T2, T3, T4, T5, T7, T8	Worcestershire Local Transport Plan produced by Worcestershire County Council Local Air Quality Management Action Plans Bromsgrove District Council Quality of Life Survey April 2008

Core Policy Evidence Base - Summary *continued*

Core Policy	PPSs/PPGs	Adopted RSS	RSS Phase 2 Revision	Other Sources
CP11) Open Space and Recreation	PPS6, PPS7, PPG17	QE2, QE4	SR2, QE2, QE4	Open Space, Sport and Recreation Local Needs Survey by PMP Consultants Bromsgrove District Council Quality of Life Survey April 2008
CP12) Type, Size and Tenure of Housing	PPS1, PPG2, PPS3, PPS6, PPS7	SR2, RR1, RR3, RR4, CF2, CF5, CF6, CF7, CF8	SR2, RR1, RR3, RR4, CF2, CF5, CF6, CF7, CF8	Strategic Housing Land Availability Assessment by Bromsgrove District Council Housing Market Assessment by Housing Vision
CP13) Accommodation for Gypsies, Travellers and Showpeople	PPS3	CF8, CF9	CF8, CF9	Housing Market Assessment by Housing Vision A Gypsy and Traveller Accommodation Assessment for the South Housing Market Area for The South Housing Market Partnership by Rupert Scott
CP14) Scale of Housing	PPS1, PPG2, PPS3, PPS6, PPS7	UR4, RR2, RR3, RR4, CF2, CF3, CF4, CF5, CF7, CF8, PA1, T2	UR4, RR2, RR3, RR4, CF2, CF3 CF5, CF7, CF8, PA1, T2	Strategic Housing Land Availability Assessment by Bromsgrove District Council Housing Market Assessment by Housing Vision
CP15) Cross Boundary Growth	PPS1, PPG2, PPS3, PPS7	UR2, UR4, CF2, CF3, CF4, CF5, CF6, CF10, PA1, PA6, PA6A, PA11	UR2, UR4, CF2, CF3, CF4, CF5, CF6, CF10, PA1, PA6, PA6A, PA11	Strategic Housing Land Availability Assessment by Bromsgrove District Council Housing Market Assessment by Housing Vision Study into the Future Growth Implications for Redditch Stage 1 by White Young Green Study into the Future Growth Implications for Redditch Stage 2 by White Young Green Development of Options for West Midlands RSS in response to NHPAU Report by Nathaniel Lichfield Partners

Core Policy Evidence Base - Summary *continued*

Core Policy	PPSs/PPGs	Adopted RSS	RSS Phase 2 Revision	Other Sources
CP16) Affordable Housing	PPS1, PPG2, PPS3, PPS7	RR1, RR2, RR3, CF2, CF7, CF8	SR2, RR1, RR2, RR3, CF2, CF7, CF8	Strategic Housing Land Availability Assessment by Bromsgrove District Council Housing Market Assessment by Housing Vision in 2008 Bromsgrove District Council Quality of Life Survey April 2008 Housing Needs Study 2004 by Fordham Research Strategic Housing Market Assessment 2007 by The South Housing Market Partnership
CP17) Sustainable Communities	PPS1, PPS3, PPS7, PPG13	SR1,SR2, SR3, UR3, RR1, RR3, CF2, PA1, PA14	SR1,SR2, SR3, UR3, RR1, RR3, CF2, PA1, PA14	Housing Market Assessment by Housing Vision Community Infrastructure Levy Guidance Notes by DCLG The Countryside Agency's Rural Services Survey in 2000 Bromsgrove District Council Quality of Life Survey April 2008

Notes

Notes

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LDF Local Development Framework

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