



Bromsgrove District Council

SUSTAINABILITY APPRAISAL OF DEVELOPMENT STRATEGY OPTIONS





Bromsgrove District Council

SUSTAINABILITY APPRAISAL OF DEVELOPMENT STRATEGY OPTIONS

TYPE OF DOCUMENT (VERSION) CONFIDENTIAL

PROJECT NO. UK-62280719

DATE: JUNE 2025



Bromsgrove District Council

SUSTAINABILITY APPRAISAL OF DEVELOPMENT STRATEGY OPTIONS

WSP

Level 2

100 Wharfside Street

Birmingham

B1 1RT

Phone: +44 121 352 4700

WSP.com

QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
Remarks	Draft for Comment	Final		
Date	06.06.25	10.06.25		
Prepared by	Adam Mealing	Adam Mealing		
Signature				
Checked by	Robert Deanwood	Robert Deanwood		
Signature				
Authorised by	Alastair Peattie	Alastair Peattie		
Signature				
Project number				
Report number				
File reference				

CONTENTS

1	INTRODUCTION	1
2	THE BDP AND THE DEVELOPMENT STRATEGIES CONSULTATION DOCUMENT	2
<hr/>		
2.1	INTRODUCTION	2
2.2	THE DEVELOPMENT STRATEGIES	2
3	PURPOSE OF THIS SA REPORT AND APPROACH TO APPRAISAL	4
<hr/>		
3.1	THE REQUIREMENT FOR SUSTAINABILITY APPRAISAL	4
3.2	APPROACH TO APPRAISAL	5
3.3	WHEN THE SA WAS UNDERTAKEN AND BY WHOM	10
3.4	DIFFICULTIES ENCOUNTERED IN UNDERTAKING THE APPRAISAL	10
4	APPRAISAL OF DEVELOPMENT STRATEGY OPTIONS	12
<hr/>		
4.2	COMMENTARY ON DEVELOPMENT STRATEGY OPTIONS	21
	OVERALL COMMENTARY	22
	ASSUMPTIONS AND UNCERTAINTIES	23
	MITIGATION AND ENHANCEMENT	23
5	CONCLUSIONS AND NEXT STEPS	25

APPENDICES

APPENDIX A: APPRAISAL OF DEVELOPMENT STRATEGY OPTIONS

APPENDIX B: BASELINE ANALYSIS



1 INTRODUCTION

- 1.1.1. Bromsgrove District Council (the Council) is currently undertaking the preparation of the Bromsgrove District Plan (BDP). The BDP will set out the Vision, objectives, planning policies and site allocations that will guide development in the District for at least a 15-year period from adoption of the District Plan.
- 1.1.2. WSP has been commissioned by the Council to undertake a Sustainability Appraisal (SA) of the BDP. The SA will appraise the environmental, social and economic performance of the District Plan and any reasonable alternatives. In doing so, it will help to inform the selection of Plan Options concerning (in particular) the quantum, distribution and location of future development in the District and identify measures to avoid, minimise or mitigate any potential negative effects that may arise from the Plan's implementation as well as opportunities to improve the contribution of the District Plan towards sustainability. WSP (formerly Wood) completed a SA Report¹ (the 2018 SA Report) of the BDP Review Issues and Options document. The SA Report was issued as part of the suite of reports to support the consultation which took place between the 24th September and 19th November 2018 on the BDP Review Issues and Options consultation document². This included a draft vision, provisional strategic objectives and a range of issues including housing, employment, transport, social infrastructure and the natural environment. Subsequently, a Further Issues Consultation was undertaken in September 2019 setting out options for employment development.
- 1.1.3. It is a requirement of the NPPF that Councils review their Plans at least once every five years to ensure that they are relevant and based on up-to-date information, and to update them if this is not the case. It is also a requirement that Plans look ahead for a minimum of 15 years from adoption. Consequently, a Plan review is no longer appropriate and development requirements beyond 2040 are now considered through the preparation of a new Local Plan.
- 1.1.4. This document is an Addendum to the 2018 SA Report and assesses the likely significant effects of the Revised Development Strategies to ensure that all the likely significant effects of this stage of the emerging BDP have been identified, described and evaluated.

¹ Wood (2018) *Bromsgrove District Plan Review Issues and Options Sustainability Appraisal Report*. Available from:

<https://www.bromsgrove.gov.uk/media/3916715/Issues-and-Options-SA-Report-Aug-18-.pdf>

² BDC (2018) *Bromsgrove District Plan Review Issues and Options Consultation Document*, September 2018. Available from:

<https://www.bromsgrove.gov.uk/media/3926027/Issues-and-Options-Consultation-Document-24-09-18.pdf>

2 THE BDP AND THE DEVELOPMENT STRATEGIES CONSULTATION DOCUMENT

2.1 INTRODUCTION

- 2.1.1. The current planning policies for Bromsgrove District can be found in the BDP (2011-2030), which was adopted in January 2017 and caveated with a need to undertake a Plan Review (Policy BDP3) as the Council was unable to allocate sufficient housing land in locations not covered by Green Belt designation. Bromsgrove District Council (BDC) has a duty to consider whether there are any realistic options to assist the West Midlands conurbation in meeting its current housing shortfall. As Green Belt boundaries should only be altered as part of plan preparation or review, and only in exceptional circumstances (NPPF, 2024 para.145), the Council is taking this opportunity to review the District Plan in its entirety and to extend its longevity.
- 2.1.2. As part of the early review of the adopted Plan, in late 2018, an Issues and Options Consultation was undertaken, followed in 2019 by a Further Strategic Issues Consultation, which set out options for employment land provision. At the same time, a Call for Sites request was made in order for developers and landowners to submit development sites for consideration for allocation.
- 2.1.3. Evidence based work at the time indicated that between now and 2041, there was a need to allocate enough land for 6,562 homes to meet the Local Housing Need (LHN) and 28 hectares of employment land for manufacturing and warehousing, and opportunities for office space, as well as provision for sufficient services, facilities and other supporting infrastructure.
- 2.1.4. However, based on the revised Standard Methodology for calculating Local Housing Need (LHN) BDC will need to allocate enough land for 12,155 homes during the Plan period now, which is a significant change in housing requirement that BDC and the BDP are now required to meet. BDC can identify land for around 3,000 homes from current commitments. Therefore, additional land for around 9,000 dwellings needs to be identified.
- 2.1.5. In order to meet this higher housing requirement, five potential Development Strategies have been developed.

2.2 THE DEVELOPMENT STRATEGIES

- 2.2.1. In formulating the Development Strategies, aspects (partially or entirely) of the nine spatial options which were considered within the Issues and Options Consultation (2018) have been drawn upon:
- Focus Development on Bromsgrove Town
 - Focus Development on Transport Corridors and/or Locations with Good Transport Links
 - Focus Development on the Large Settlements
 - Disperse Development Around the District
 - Focus Development on the Edge of the West Midlands Conurbation
 - Focus Development on the Edge of Redditch
 - New Settlement
 - Reconsideration of Existing Unconsented Allocations on the Boundary with Redditch Borough
 - Urban Intensification
- 2.2.2. The five potential Development Strategies are identified below and includes the preferred Development Strategy first (A):

- **A (preferred Development Strategy) - Development at BDC settlements plus edge of West Midlands conurbation**
- **B - Development at BDC settlements only**
- **C - Development along rail corridors only**
- **D - Development at BDC settlements plus creation of and improvements to motorway junctions to the north and south of Bromsgrove town**
- **E - Development along the edge of the West Midlands conurbation allocation**

2.2.3. Development Strategy A is identified as the preferred strategy due to it being the best able to accommodate the increased housing demand created by the application of the revised Standard Methodology LHN.

2.2.4. All of the Development Strategies share the following two characteristics:

- **Existing Commitments:** in terms of meeting the Development Strategy requirements of 12,155 homes by 2043, there are around 3,000 homes identified in current planning permissions, 120 homes identified on vacant sites allocated in the adopted BDP and a windfall allowance of 640 homes. Therefore, there is a need to identify additional land for approximately 9,000 homes.
- **Affordable homes at rural villages:** villages in the Green Belt tend to offer limited opportunities for new development. These locations tend to be less affordable for younger generations that grow up in the villages to be able to buy or rent a home of their own and stay close to their family network. These homes would remain as affordable housing so that when occupants can afford to buy or rent alternative properties in the village, the property would then be reallocated to other local residents in housing need. The sites would have a capacity of around 15 to 20 homes and would remain in the Green Belt, as will the rest of the village. The precise details on the location and housing mix of these allocations will be set out in future iterations of the Local Plan.

3 PURPOSE OF THIS SA REPORT AND APPROACH TO APPRAISAL

3.1 THE REQUIREMENT FOR SUSTAINABILITY APPRAISAL

- 3.1.1. Under Section 19(5) of the Planning and Compulsory Purchase Act 2004, the Council is required to carry out a SA of the Local Plan to help guide the selection and development of policies and proposals in terms of their potential social, environmental and economic effects. In undertaking this requirement, local planning authorities must also incorporate the requirements for Strategic Environmental Assessment (SEA), that are set out through the Environmental Assessment of Plans and Programmes Regulations 2004 (statutory instrument 2004 No. 1633) (the SEA Regulations).
- 3.1.2. At paragraph 16 the National Planning Policy Framework (NPPF) (2024)³ sets out that local plans must be prepared with the objective of contributing to the achievement of sustainable development. In this context, paragraph 32 reiterates the requirement for SA/SEA as it relates to local plan preparation:

“Local plans and spatial development strategies should be informed throughout their preparation by a sustainability appraisal that meets the relevant legal requirements. This should demonstrate how the plan has addressed relevant economic, social and environmental objectives (including opportunities for net gains). Significant adverse impacts on these objectives should be avoided and, wherever possible, alternative options which reduce or eliminate such impacts should be pursued. Where significant adverse impacts are unavoidable, suitable mitigation measures should be proposed (or, where this is not possible, compensatory measures should be considered).”

- 3.1.3. The Planning Practice Guidance (PPG) (2025)⁴ also makes clear that SA plays an important role in demonstrating that a local plan reflects sustainability objectives and has considered reasonable alternatives. For example, paragraph 18 of the PPG⁵ for SA/SEA states:

“The sustainability appraisal needs to consider and compare all reasonable alternatives as the plan evolves, including the preferred approach, and assess these against the baseline environmental, economic and social characteristics of the area and the likely situation if the plan were not to be adopted. In doing so it is important to:

Outline the reasons the alternatives were selected, and identify, describe and evaluate their likely significant effects on environmental, economic and social factors using the evidence base (employing the same level of detail for each alternative option). Criteria for determining the likely significance of effects on the environment are set out in schedule 1 to the Environmental Assessment of Plans and

³ Department for Levelling-up, Housing & Communities (2024) *National Planning Policy Framework* (December 2024). Available from: https://assets.publishing.service.gov.uk/media/67aafe8f3b41f783cca46251/NPPF_December_2024.pdf

⁴ Department for Levelling-up, Housing & Communities (2025) *Planning Practice Guidance*. Available from: [Planning practice guidance - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/planning-practice-guidance)

⁵ Department for Levelling-up, Housing & Communities (2020) *Planning Practice Guidance: Strategic environmental assessment and sustainability appraisal*. Available from: [Strategic environmental assessment and sustainability appraisal - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/planning-practice-guidance-strategic-environmental-assessment-and-sustainability-appraisal)

Programmes Regulations 2004;

As part of this, identify any likely significant adverse effects and measures envisaged to prevent, reduce and, as fully as possible, offset them; and

Provide conclusions on the reasons the rejected options are not being taken forward and the reasons for selecting the preferred approach in light of the alternatives.”

3.2 APPROACH TO APPRAISAL

- 3.2.1. This section outlines the methodology used to appraise the spatial options. **Section 3.2** sets out the SA Framework that has been used to appraise the options and **Section 3.3** sets out the methodology for their appraisal. **Section 3.4** summarises the approach to assessment of the cumulative effects. **Section 3.5** documents the difficulties encountered during the appraisal process including key uncertainties and assumptions.
- 3.2.2. The SA objectives and appraisal methodology are consistent with the approach adopted for the appraisal of the BDP Review Issues and Options consultation document.
- 3.2.3. The SA Framework, objectives and guide questions have been derived from the review of policies, plans and programmes, baseline information and key issues gathered and identified for the SEA Scoping stage, along with comments from consultees. This information is presented in Sections 2 and 3 and Appendix B of the 2018 SA Report. Broadly, the SA objectives define the long term aspirations for the District with regard to social, economic and environmental considerations and it is against these objectives that the performance of District Plan proposals will be appraised.
- 3.2.4. **Table 3-1** presents the SA Framework including SA objectives and associated guide questions. The SEA Directive topic(s) to which each of the SA objectives relates is included in the third column.

Table 3-1 – Sustainability Appraisal Framework

SA Objectives	Guide Questions	SEA Directive Topic(s)
1. To protect and enhance the quality of water, soil and air.	<ul style="list-style-type: none"> Will it provide opportunities to improve or maintain water quality? Will it encourage sustainable and efficient management of water resources? Will it ensure that essential water infrastructure is appropriately planned and co-ordinated with all new development? Will it provide opportunities to improve and maintain soil quality? Will it improve and maintain air quality? Will it address air quality issues in the Air Quality Management Areas (AQMA) and prevent new designations of AQMA? Will it help to improve failing waterbodies through appropriate mechanisms such as SuDS and improvements to watercourses (including new watercourses, or opening up of culverted streams)? 	Air, Soil and Water.
2. To ensure efficient use of land through safeguarding of mineral	<ul style="list-style-type: none"> Will it safeguard the District's mineral resources? 	Material Assets, Biodiversity, Fauna and Flora.

resources, the best and most versatile agricultural land, maximising of previously developed land and reuse of vacant buildings where this is not detrimental to open space and biodiversity interest.	<ul style="list-style-type: none"> Will it help to protect the District's best and most versatile agricultural land from adverse developments? Will it maximise the use of Previously Developed Land? Will it reduce the amount of contaminated, derelict, degraded and under-used land? Will it encourage the reuse of existing buildings and infrastructure? Will it protect the District's open spaces of recreational and amenity value? 	
<p>3. To manage waste in accordance with the waste hierarchy:</p> <p>1) Prevention</p> <p>2) Preparing for reuse</p> <p>3) Recycling</p> <p>4) Other recovery</p> <p>5) Disposal</p>	<ul style="list-style-type: none"> Will it minimise the demand for raw materials? Will there be opportunities to increase recycling? Will it reduce the production of waste and manage waste in accordance with the waste hierarchy? Will it ensure the design and layout of new development supports sustainable waste management? 	Material Assets.
4. To ensure inappropriate development does not occur in high risk flood prone areas and does not adversely contribute to all sources of flooding.	<ul style="list-style-type: none"> Will it protect the floodplain from inappropriate development? Will it promote patterns of spatial development that are adaptable to and suitable for predicted changes in climate change? Will it help to minimise the risk of flooding to people and property in new and existing developments? Will it ensure that new development does not give rise to flood risk elsewhere? Will it (development) improve and/or reduce flood risk (betterment and flood risk reduction opportunities)? Will it promote sustainable drainage systems where appropriate? 	Human health and climatic factors.
5. To reduce the causes of and adapt to the impacts of climate change.	<ul style="list-style-type: none"> Will it reduce emissions of greenhouse gases? Will it promote patterns of spatial development that are adaptable to and suitable for predicted changes in climate? Will the plan promote measures to mitigate the causes of climate change? Will it support the delivery of renewable and low carbon energy and reduce dependency on non-renewable sources? Will it encourage opportunities for the production of renewable and low carbon energy? Will it promote greater energy efficiency? Will it encourage opportunities to achieve energy efficiency measures above the minimum building regulations standard? Will it encourage innovative and environmentally friendly technologies? Will it encourage water efficiency targets above building regulations? 	Human health, and climate factors.
6. To conserve and enhance biodiversity and geodiversity and promote improvements to the green infrastructure network.	<ul style="list-style-type: none"> Will it help to safeguard the District's biodiversity and geodiversity? Will it provide opportunities to enhance local biodiversity/geodiversity in both urban and rural areas? 	Biodiversity, fauna, and flora.

	<ul style="list-style-type: none"> Will it help to achieve targets set out in the Biodiversity and Geodiversity Action Plans? Will the plan protect sites and habitats designated for nature conservation, including protected species? Will it enhance ecological connectivity and maintain and improve the green infrastructure network? Will it provide opportunities for people to access the natural environment? 	
7. To conserve and enhance landscape character and townscape.	<ul style="list-style-type: none"> Will it conserve and enhance landscape character and townscape? Will it promote high quality design in context with its urban and rural landscape? Will it protect and improve the distinctive local character of the District? 	Landscape.
8. To conserve and enhance the historic environment, cultural heritage, character and setting.	<ul style="list-style-type: none"> Will it preserve, protect and enhance conservation areas, listed buildings, archaeological remains, historic parks and gardens and their settings and other features and areas of historic and cultural value? (i.e. designated and non-designated heritage assets) Will it tackle heritage assets identified as being 'at risk'? Will it improve the quality of the built environment? Will it make the most of opportunities to proactively enhance the contribution that the historic environment makes to quality of life and other elements of the local plan? 	Cultural Heritage.
9. To improve the health and well-being of the population and reduce inequalities in health.	<ul style="list-style-type: none"> Will the plan improve access to health facilities? Will the plan help to improve quality of life for residents? Will the plan promote healthier lifestyles? Will the plan mitigate against noise pollution? Will the plan mitigate against light pollution? Will the plan seek to provide high quality well designed environments? Will it maintain and improve access to open space, leisure and recreational facilities? Will the plan promote mixed developments that encourages natural surveillance? Will it promote community safety? Will it reduce actual levels of crime and anti-social behaviour? Will it reduce the fear of crime? Will it promote design that discourages crime? 	Population and human health.
10. To provide opportunities for communities to participate and contribute to decisions that affect their neighbourhood and quality of life, encouraging pride and social responsibility in the local community.	<ul style="list-style-type: none"> Will the plan proposals incorporate consultation with local communities? Will the plan promote wider community engagement and civic responsibility? 	Population.

11. To provide decent affordable housing for all, of the right quality and tenure and for local needs, in a clean, safe and pleasant local environment.	<ul style="list-style-type: none"> Will the plan provide opportunities to increase affordable housing levels within urban and rural areas of the District? Will it support the provision of a range of house types, tenures and sizes to meet the needs of all part of the community? Will the plan seek to provide high quality well designed homes and residential environments? Will it provide housing in sustainable locations that allow easy access to a range of local services and facilities? Will the plan provide opportunities for the construction of sustainable homes? 	Population.
12. To improve the vitality and viability of Town Centres, other centres and communities and the quality of, and equitable access to, local services and facilities regardless of age, gender, ethnicity, disability, socio-economic status or educational attainment	<ul style="list-style-type: none"> Will plan proposals maintain and enhance the provision of local services and facilities? Will the plan contribute to rural service provision across the District? Will it enhance the viability and vitality of Bromsgrove town centre and local centres across the District? Will the plan enhance accessibility to services by public transport? Will it tackle deprivation in the most deprived areas and reduce inequalities in access to education, employment and services? 	Population.
13. To develop a knowledge driven economy which supports the development of new technologies of high value, accompanied by supporting the infrastructure, whilst ensuring all share the benefits, whether urban and rural.	<ul style="list-style-type: none"> Will it contribute towards urban and rural regeneration? Will it promote and support the development of innovative and knowledge-based technologies of high value and low environmental impact? Will it support expansion of the manufacturing sector? Will it provide opportunities for existing and new businesses to grow and develop to enhance their competitiveness? Will it provide sufficient employment land in locations that are attractive to the market and well-served by transport and other infrastructure? Will it provide good quality, well paid employment opportunities that meet the needs of local people? 	Population.
14. To raise the skill levels and qualifications of the workforce and the quality of education for all.	<ul style="list-style-type: none"> Will it promote investment in educational establishments to meet the changing demands of the population and economy? Will it improve access to training to raise employment potential? Will it provide, support and improve access to high quality educational facilities? Will it help to raise educational attainment and skills? 	Population.
15. To increase sustainable travel choices and move towards more sustainable travel patterns.	<ul style="list-style-type: none"> Will it reduce the need to travel? Will it provide opportunities to increase sustainable modes of travel? Will it focus development in existing centres, and make use of existing infrastructure to reduce the need to travel? Will it support investment in transport infrastructure? 	Population.

3.2.5. The SA Framework has been used to appraise the following Development Strategies as identified in **Section 2**, with the full appraisal being located within **Appendix A**:

- **A (preferred Development Strategy)** - Development at BDC settlements plus edge of West Midlands conurbation
- **B** - Development at BDC settlements only
- **C** - Development along rail corridors only
- **D** - Development at BDC settlements plus creation of and improvements to motorway junctions to the north and south of Bromsgrove town
- **E** - Development along the edge of the West Midlands conurbation allocation

3.2.6. Each of the Development Strategies have been appraised using an appraisal matrix, which includes:

- The SA Objectives;
- A score indicating the nature of the effect for each option on each SA Objective;
- A commentary on significant effects (including consideration of the cumulative, synergistic and secondary effects as well as the geography, duration, temporary/permanence and likelihood of any effects) and on any assumptions or uncertainties; and
- Recommendations, including any mitigation or enhancements measures.

3.2.7. The format of the matrix used in the appraisal is shown in **Table 3.2** below. A qualitative scoring system has been adopted which is set out in **Table 3.3**.

Table 3-2 – Appraisal Matrix Format - Development Strategies

SA Objective	Score	Commentary on effects of each option
To ensure everyone has the opportunity to live in a decent and affordable home	++	<p><u>Likely Significant Effects</u> A description of the likely effects of each option on the SA Objective will be provided here.</p> <p><u>Mitigation</u> Mitigation and enhancement measures will be outlined here.</p> <p><u>Uncertainties & Assumptions</u> Any uncertainties encountered during the appraisal and any assumptions made in undertaking the appraisal will be listed here.</p> <p><u>Cumulative, synergistic and secondary effects</u> Potential cumulative, synergistic and secondary effects will be listed here.</p> <p><u>Geography, duration and likelihood</u> The geography, duration and likelihood of effects will be listed here.</p>

Table 3-3 – Development Strategy Options Scoring

Score	Description	Symbol
Significant Positive Effect	The proposed option/policy contributes significantly to the achievement of the objective.	++
Minor Positive Effect	The proposed option/policy contributes to the achievement of the objective but not significantly.	+
Neutral	The proposed option/policy does not have any effect on the achievement of the objective	0
Minor Negative Effect	The proposed option/policy detracts from the achievement of the objective but not significantly.	-
Significant Negative Effect	The proposed option/policy detracts significantly from the achievement of the objective.	--
No Relationship	There is no clear relationship between the proposed option/policy and the achievement of the objective or the relationship is negligible.	~
Uncertain	The proposed option/policy has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an appraisal to be made.	?

3.3 WHEN THE SA WAS UNDERTAKEN AND BY WHOM

- 3.3.1. This SA of the Development Strategy options consultation document was undertaken by WSP in the spring / summer of 2025.

3.4 DIFFICULTIES ENCOUNTERED IN UNDERTAKING THE APPRAISAL

- 3.4.1. The SEA Directive requires the identification of any difficulties (such as technical deficiencies or lack of knowledge) encountered during the appraisal process. These uncertainties and assumptions are detailed in the appraisal matrices.

- 3.4.2. The appraisal of Development Strategies is challenging because of the uncertainties around the distribution of development across the District (whether allocated to small sites, a mix of small and large sites or large mix use sites) as well as uncertainties as to the location (and so whether on greenfield or brownfield and proximity to sensitive or designated features). In consequence, many of the effects identified for each option against the SA objectives includes a question mark indicating the uncertainties at this stage.

4 APPRAISAL OF DEVELOPMENT STRATEGY OPTIONS

- 4.1.1. A comparative assessment of the Development Strategy Options is set out in **Table 4.3** and the results of the appraisal against each SA Objective are noted in **Section 4.4** below. Unless otherwise stated in the matrices, all effects are considered to be permanent, applicable in the short, medium and long terms and of District-wide significance.
- 4.1.2. The full appraisal of each Development Strategy Option against SA Objectives is set out in **Appendix A**, drawing in information from the baseline (**Appendix B**).

Table 4-1 – Summary of the SA Performance of the Development Strategy Options

SA Objective	A (preferred Development Strategy) - Development at BDC settlements plus edge of West Midlands conurbation	B - Development at BDC settlements only	C - Development along rail corridors only	D - Development at BDC settlements plus creation of and improvements to motorway junctions to the north and south of Bromsgrove town	E - Development along the edge of the West Midlands conurbation allocation	Commentary
1. Water, Soil and Air Quality. To protect and enhance the quality of water, soil and air.	+/-/?	+/-/?	+/-/?	+/-/?	+/?	All options perform broadly similarly, reflecting the inevitable effects on water, soil and air resources. Large urban extensions hold potential to reduce the degree of these effects to some degree through a higher degree of self-containment and potential efficiencies in resource use.
2. Land Use. To ensure efficient use of land through safeguarding of mineral resources, the best and most versatile agricultural land, maximising of previously developed land and reuse of vacant buildings where this is not detrimental to open space and biodiversity interest.	-/?	-/?	-/?	-/?	-/?	All options perform similarly; whilst larger developments have greatest potential to impact on areas of greenfield land and Best and Most Versatile Agricultural Land, smaller developments could also impact cumulatively on these resources. Previously developed land has largely been recycled across the District.
3. Waste: To manage waste in accordance with	+/?	+/?	+/?	+/?	+/?	There will be an increase in waste associated with additional development, although with

SA Objective	A (preferred Development Strategy) - Development at BDC settlements plus edge of West Midlands conurbation	B - Development at BDC settlements only	C - Development along rail corridors only	D - Development at BDC settlements plus creation of and improvements to motorway junctions to the north and south of Bromsgrove town	E - Development along the edge of the West Midlands conurbation allocation	Commentary
the waste hierarchy: Prevention; Preparing for reuse; Recycling; Other recovery; Disposal						larger developments there could be opportunities for innovation in waste management such as composting and recycling schemes.
4. Flood Risk: To ensure inappropriate development does not occur in high risk flood prone areas and does not adversely contribute to all sources of flooding.	+/-	+/-	+/-	+/-	+/-	Due to its location in the headwaters of catchments, the District is not prone to major river flooding. It is however crossed by an extensive network of watercourses which drain the Birmingham Plateau. A mixed score of minor positive (associated with opportunities to incorporate SuDS in new development) and minor negative (associated with the potential for development in and around Bromsgrove town and in other areas of the District to exacerbate the risk of flooding) is identified.
5. Climate Change: To reduce the causes of and adapt to the impacts of climate change.	+/-	+/-	+/-	+/-	+/?	Although the town of Bromsgrove and larger settlements are in relatively sustainable locations for development there would inevitably be an increase in greenhouse emissions, resulting in a mixture of minor positive and negative effects is identified. However, larger developments are more likely to provide greater opportunities to help adapt to the effects of climate change due to economies of scale and

SA Objective	A (preferred Development Strategy) - Development at BDC settlements plus edge of West Midlands conurbation	B - Development at BDC settlements only	C - Development along rail corridors only	D - Development at BDC settlements plus creation of and improvements to motorway junctions to the north and south of Bromsgrove town	E - Development along the edge of the West Midlands conurbation allocation	Commentary
						ability to plan strategically across a site, including renewable energy schemes and green infrastructure provision.
6. Biodiversity. To conserve and enhance biodiversity and geodiversity and promote improvements to the green infrastructure network.	+/-/?	+/-/?	-/?	-/?	+/-/?	Development does also provide the opportunity to secure a net gain in biodiversity so the potential for positive effects is also identified. Nevertheless, compromises could be required requiring habitat replacement which is a less feasible options on smaller sites and those which are clustered around a specific infrastructure node where there is likely to be less flexibility.
7. Landscape: To conserve and enhance landscape character and townscape.	-/?	-/?	-/?	-/?	-/?	There is potential for negative effects in relation to landscape and townscape associated with additional development, common to all options, although this could be greater in respect of larger development.
8. Cultural Heritage: To conserve and enhance the historic environment, cultural heritage, character and setting.	?	?	?	?	?	An uncertain score is identified in relation to potential effects on built heritage as the precise location of new development would determine the effects on heritage. As part of siting there would be opportunities to avoid development in areas which may have negative effects on

SA Objective	A (preferred Development Strategy) - Development at BDC settlements plus edge of West Midlands conurbation	B - Development at BDC settlements only	C - Development along rail corridors only	D - Development at BDC settlements plus creation of and improvements to motorway junctions to the north and south of Bromsgrove town	E - Development along the edge of the West Midlands conurbation allocation	Commentary
						heritage, and there may be limited opportunities to enhance heritage.
9. Health and well-being. To improve the health and well-being of the population and reduce inequalities in health.	+/-/?	+/-/?	-/?	+/-/?	+/-/?	Larger developments provide the critical mass to support new health facilities, but the location and scale of provision is partly dependent on the delivery model preferred by health providers such as clustered provision. Smaller scale development provides the opportunity to support existing facilities. The reality of economic growth is an increase in car and HGV use and associated emissions which would have negative health effects (the links between air quality and poor health are wide ranging and well known). The scale of emissions and associated health effects from development would need to be explored in detail in specific localities.
10. Community Participation. To provide opportunities for communities to participate and contribute to decisions that affect their neighbourhood and	+	+	-	+	-	Developments which form extensions to existing communities could be more likely to contribute to and benefit from established decision making forums such as community councils. Developments at existing BDC settlements are thus likely to score better than those seeking to establish new or relatively isolated communities.

SA Objective	A (preferred Development Strategy) - Development at BDC settlements plus edge of West Midlands conurbation	B - Development at BDC settlements only	C - Development along rail corridors only	D - Development at BDC settlements plus creation of and improvements to motorway junctions to the north and south of Bromsgrove town	E - Development along the edge of the West Midlands conurbation allocation	Commentary
quality of life, encouraging pride and social responsibility in the local community.						
11. Housing. To provide decent affordable housing for all, of the right quality and tenure and for local needs, in a clean, safe and pleasant local environment.	++	+/-	--/?	+/-	-/?	Whilst the provision of additional development will help to meet demand for housing in the District, by type and tenure, the performance of the options varies considerably. Meeting full housing needs across the District is likely to be realised only through Option A whilst other options (notably Option C rail corridors) are likely to fall short of required provision and/or have uncertainty associated with their delivery, including meeting local needs for a range of communities.
12. Town Centre Vitality and Community Facilities and Services. To improve the vitality and viability of Town Centres, other centres and communities and the quality of, and equitable access to, local services	+/?	+/?	+/-/?	+/?	-	Development, directed to Bromsgrove town and larger settlements in the District, would potentially help to maintain the vitality and viability of these centres, resulting positive, although uncertain, effects. More remote development is likely to generate less coherent relationships with Bromsgrove town and other settlements.

SA Objective	A (preferred Development Strategy) - Development at BDC settlements plus edge of West Midlands conurbation	B - Development at BDC settlements only	C - Development along rail corridors only	D - Development at BDC settlements plus creation of and improvements to motorway junctions to the north and south of Bromsgrove town	E - Development along the edge of the West Midlands conurbation allocation	Commentary
and facilities regardless of age, gender, ethnicity, disability, socio-economic status or educational attainment.						
13. Economy. To develop a knowledge driven economy which supports the development of new technologies of high value, accompanied by supporting the infrastructure, whilst ensuring all share the benefits, whether urban and rural.	++/?	++/?	-/?	++/?	-/?	The potential for positive effects which benefits existing and new residents across the Plan area is likely to be greater in the vicinity of existing settlements where job opportunities could be relatively accessible, as well as providing a wider range of development opportunities, in size and location.

SA Objective	A (preferred Development Strategy) - Development at BDC settlements plus edge of West Midlands conurbation	B - Development at BDC settlements only	C - Development along rail corridors only	D - Development at BDC settlements plus creation of and improvements to motorway junctions to the north and south of Bromsgrove town	E - Development along the edge of the West Midlands conurbation allocation	Commentary
<p>14. Education. To raise the skill levels and qualifications of the workforce and the quality of education for all.</p>	++/?	++/?	+/-/?	++/?	+/?	<p>Access to jobs and training is more likely for development adjacent/accessible to existing urban areas. Larger scale development is likely to create demand for new education facilities to meet additional needs. Smaller developments are more likely to make off-site contributions towards such facilities, so proximity to existing facilities with capacity or potential for expansion becomes more important. Overall, the potential for positive effects with some uncertainty is identified reflecting the generation of demand for new education facilities although the extent of this is uncertain. Option C performs least well in this regard where the expansion of existing, and provision of new educational facilities is uncertain.</p>
<p>15. Travel. To increase sustainable travel choices and move towards more sustainable travel patterns.</p>	+/-/?	+/-/?	+/-/?	+/-/?	+/-/?	<p>There would be opportunities through new residential development located in sustainable locations accessible by public transport which would have a positive effect on this objective. However, the reality of growth is an increase in car and HGV use which would have negative effects on this objective. There is also uncertainty as there is the potential for development to be located in more isolated</p>

SA Objective	A (preferred Development Strategy) - Development at BDC settlements plus edge of West Midlands conurbation	B - Development at BDC settlements only	C - Development along rail corridors only	D - Development at BDC settlements plus creation of and improvements to motorway junctions to the north and south of Bromsgrove town	E - Development along the edge of the West Midlands conurbation allocation	Commentary
						parts of the District where there is greater reliance on the car.

4.2 COMMENTARY ON DEVELOPMENT STRATEGY OPTIONS

- 4.2.1. **Option A (preferred Development Strategy) - Development at BDC settlements plus edge of West Midlands conurbation:** this Development Strategy seeks to maximise the allocation of potentially suitable sites at the largest and most sustainable settlements within Bromsgrove District's existing settlement hierarchy, taking advantage of locations in close proximity to railway stations. Option A exhibits the best sustainability performance of the five options, including significant positive effects in respect of housing, the economy and education, delivery opportunities for the sustainable expansion of existing settlements, complemented by an urban extension which will enable the housing requirement to be met. The latter would provide opportunities for a degree of relative self-containment.
- 4.2.2. **Option: B - Development at BDC settlements only:** this distribution scenario seeks to maximise the allocation of potentially suitable sites at the largest and most sustainable settlements within Bromsgrove District's existing settlement hierarchy. Option B performs similarly to Option A although cannot deliver the full housing requirement, focusing on additions to BDC settlements only, where, there could be saturation of the housing market in some of the smaller settlements and consequent disruption to delivery trajectories and targets.
- 4.2.3. **Option: C - Development along rail corridors only:** this distribution scenario seeks to maximise the allocation of potentially suitable sites at the BDC settlements with railway stations only. Option C presents a distinct spatial configuration which lacks certainty not only in respect of the delivery of the overall housing requirement but also associated social infrastructure, whilst potentially disadvantaging the wider District in respect of the benefits that development could bring, notably in respect of the provision of affordable housing.
- 4.2.4. **Option: D - Development at BDC settlements plus creation of and improvements to motorway junctions to the north and south of Bromsgrove town:** this distribution scenario continues the approach of some proposed allocations at BDC settlements, but in addition proposes major motorway infrastructure north and south of Bromsgrove town providing for large scale housing and employment development, and a potential new railway station at Stoke Prior. Option D performs similarly to Option B in respect of housing delivery and whilst additional infrastructure provision is likely to provide economic benefits to the District, this will require a significant lead-in time and disrupt meeting the housing requirement including key measures such as affordable housing in locations which would provide most benefit to the District's residents.
- 4.2.5. **Option: E - Development along the edge of the West Midlands conurbation allocation:** this distribution scenario focuses all allocations on large-scale sites on the edge of the West Midlands conurbation. Whilst in principle meeting the District's housing requirement, delivery of the full quantum in one location will fail to benefit the wider District, concentrating additional housing and service provision in one location, along with potential compromises to be made on biodiversity, landscape and heritage interests in order to accommodate such a substantial scale of development. Equally, however, brings with it opportunities for significant green infrastructure provision and significant service provision, although these would not be readily accessible to the wider District.

OVERALL COMMENTARY

- 4.2.6. This analysis of Reasonable Alternatives presented in **Table 4-1** and **Appendix A** demonstrates that overall, the alternatives perform no better, and in many instances worse than the Proposed Spatial Strategy (Option A). Notably, Option A exhibits better performance than the alternative options against SA Objective 11 (Housing: To provide decent affordable housing for all, of the right quality and tenure and for local needs, in a clean, safe and pleasant local environment), reflecting the meeting of the housing requirement combined with its distribution which is likely to result in opportunities to provide affordable housing in locations where it can complement sustainable access to service provision in existing service centres.
- 4.2.7. Housing growth brings with it a range of compromises, many of which can be location-specific. Thus biodiversity, landscape and heritage interests in particular can be disadvantaged although larger scale development can deliver significant new green infrastructure resources which can benefit the health and well-being of existing and new residents. A negative score associated with greenfield land-take is consistent across all options, reflecting the scale of the development required, its location on the periphery of existing development or at infrastructure nodes and the absence of significant areas of brownfield land.
- 4.2.8. Access to service provision presents a challenge across all options, for different reasons. Options A, B and D provide most potential to ensure that existing and new residents have access to a range of services (as defined through Objectives 9 Health and well-being, 12. Town Centre Vitality and Community Facilities and Services, 14. Education and 15. Travel), by virtue of the likely proximity of new development to existing services, their support through additional patronage and potential for proportionate expansion to meet needs in concert with housing development. By contrast, the concentration of development in specific areas will require new provision with uncertain timing of delivery.
- 4.2.9. Performance in relation to Objectives 13. Economy and 15. Travel is more complex, relating to established patterns of commuting and the functional relationship between Bromsgrove District and the Birmingham conurbation to the north (and to a lesser extent Redditch to the south east). Thus provision of additional development on existing settlements in principle creates opportunities for economic growth through local job provision, which in turn links to travel where SA Objective 15 seeks: “To increase sustainable travel choices and move towards more sustainable travel patterns.” Whilst larger developments can provide travel choices such as buses and cycling/ walking infrastructure, the expansion and modification of existing infrastructure can provide an efficient means of working towards more sustainable travel patterns.
- 4.2.10. Likely significant effects identified (summarised in **Table 4-2** below) relate to Objective 11. Housing, Objective 13. Economy and Objective 14. Education where Option A performs above other options in respect of likely significant positive effects, with Options B and C following. By contrast, the only significant negative effect identified relates to Housing in respect of Option C where the housing requirement could be challenging to achieve and fail to deliver affordable housing in places where it could be most advantageous to those who would benefit.

Table 4-2 Summary of Likely Significant by SA Objective and Spatial Option

Objective	A (preferred Development Strategy) - Development at BDC settlements plus edge of West Midlands conurbation	B - Development at BDC settlements only	C - Development along rail corridors only	D - Development at BDC settlements plus creation of and improvements to motorway junctions to the north and south of Bromsgrove town	E - Development along the edge of the West Midlands conurbation allocation
11. Housing	++		--/?		
13. Economy	++/?	++/?		++/?	
14. Education	++/?	++/?		++/?	

ASSUMPTIONS AND UNCERTAINTIES

- 4.2.11. At this stage of the Assessment, the Principle of development locations are being tested and such there is inherent uncertainty associated with this. Where possible, assumptions and uncertainties are identified as part of the analysis presented in **Appendix A**.

MITIGATION AND ENHANCEMENT

- 4.2.12. At this stage of the Assessment, the principles of the location of new development are tested. As such mitigation and enhancement are necessarily generic in character as set out in **Table 4-3**.

Table 4-3 Mitigation and Enhancement Measures Applicable, in Principle, to all Options

SA Objective	Mitigation and Enhancement Measures
1. Water, Soil and Air Quality. To protect and enhance the quality of water, soil and air.	Site-specific measures to ensure environmental resource protection
2. Land Use. To ensure efficient use of land through safeguarding of mineral resources, the best and most versatile agricultural land, maximising of previously developed land and reuse of vacant buildings where this is not detrimental to open space and biodiversity interest.	The minimisation of greenfield land-take wherever possible.
3. Waste: To manage waste in accordance with the waste hierarchy: <ul style="list-style-type: none"> Prevention Preparing for reuse Recycling Other recovery Disposal 	Exploration of the feasibility of bespoke waste management measures within the larger developments such as recycling and composting.

SA Objective	Mitigation and Enhancement Measures
4. Flood Risk: To ensure inappropriate development does not occur in high risk flood prone areas and does not adversely contribute to all sources of flooding.	Site-specific evaluation of floodrisk and opportunities for the incorporating Sustainable Urban Drainage Systems (SuDS) where possible.
5. Climate Change: To reduce the causes of and adapt to the impacts of climate change.	Energy efficiency and generation measures above Building Regulations; development-wide measures relating to sustainable travel.
6. Biodiversity. To conserve and enhance biodiversity and geodiversity and promote improvements to the green infrastructure network.	Green infrastructure provision on and off-site in compliance with national and local standards.
7. Landscape: To conserve and enhance landscape character and townscape.	Landscape-enhancement as part of green infrastructure provision, on and off-site.
8. Cultural Heritage: To conserve and enhance the historic environment, cultural heritage, character and setting.	Site-specific investigation and protection.
9. Health and well-being. To improve the health and well-being of the population and reduce inequalities in health.	Provision of access to healthcare facilities and opportunities for exercise using walking and cycling infrastructure.
10. Community Participation. To provide opportunities for communities to participate and contribute to decisions that affect their neighbourhood and quality of life, encouraging pride and social responsibility in the local community.	Opportunities within larger developments for the establishment of community hubs, and support for established facilities elsewhere.
11. Housing. To provide decent affordable housing for all, of the right quality and tenure and for local needs, in a clean, safe and pleasant local environment.	Provision of an appropriate mix of housing tenures according to national and local policy and the adoption of design codes where appropriate.
12. Town Centre Vitality and Community Facilities and Services. To improve the vitality and viability of Town Centres, other centres and communities and the quality of, and equitable access to, local services and facilities regardless of age, gender, ethnicity, disability, socio-economic status or educational attainment.	Siting of development and access to service provision such that they work together to support and where appropriate expand existing provision.
13. Economy. To develop a knowledge driven economy which supports the development of new technologies of high value, accompanied by supporting the infrastructure, whilst ensuring all share the benefits, whether urban and rural.	Promotion of mixed-use developments where appropriate and as a minimum for larger developments.
14. Education. To raise the skill levels and qualifications of the workforce and the quality of education for all.	Support for education and training initiatives as part of off-site contributions, particularly for larger developments.
15. Travel. To increase sustainable travel choices and move towards more sustainable travel patterns.	Provision and promotion of sustainable travel options particularly on larger developments.

5 CONCLUSIONS AND NEXT STEPS

- 5.1.1. The Development Strategy Consultation document is a high level document that outlines the next steps towards developing a preferred spatial strategy and accompanying policies for Bromsgrove district. Five Development Strategy Options have been identified to inform plan development. To ensure any sustainability effects have been identified, described and evaluated, consistent with the SA of the strategic options contained in the 2018 BDP Review Issues and Options document, the five Development Strategies have been subject to SA.
- 5.1.2. For all five Development Strategies, uncertainties are noted related to the early stage of the plan development, for example in terms of how development will be implemented via strategic and development management policies. As the plan development progresses, some of these uncertainties are expected to be resolved and as plan policies are developed, it is likely that many of the negative effects could be mitigated. Additionally, once the most appropriate development strategy has been identified through the consultation period, other reasonable alternatives will also be assessed.
- 5.1.3. Any consultation responses that provide comment on this Addendum to the 2018 SA Report will be summarised and included as an appendix to the SA Report that accompanies the next stage of the BDP Review.
- 5.1.4. Adoption of the District Plan will be preceded by periods of consultation during which the District Plan will be developed and refined taking into account (*inter-alia*) national planning policy and guidance, the Council's evidence base, the outcomes of consultation and the findings of socio-economic and environmental assessments and appraisal including SA, prior to submission to the Secretary of State and subsequent Examination in Public. It is through this process, that more detailed consideration to the refinement of the options will be given, reflecting the emerging content of the District Plan and the choices made. Subsequent SA Reports will record these choices and the reasoning.

Appendix A: Appraisal of Development Strategy Options

Option A (preferred Development Strategy) - Development at BDC settlements plus edge of West Midlands conurbation: This Development Strategy seeks to maximise the allocation of potentially suitable sites at the largest and most sustainable settlements within Bromsgrove District's existing settlement hierarchy, taking advantage of locations in close proximity to railway stations. Around 3,000 dwellings are to be allocated as a large-scale, sustainable urban settlement (SUE) at the conurbation to further disperse development.

SA Objective	Option A (preferred Development Strategy) - Development at BDC settlements plus edge of West Midlands conurbation	
	Score	Commentary
1. Water, Soil and Air Quality. To protect and enhance the quality of water, soil and air.	+/-?	<p><u>Likely Effects</u></p> <p>+ Allocating growth to sustainable settlements will help to reinforce their function and the sustainability performance of the District as a whole. Larger developments can contribute to water management and innovation in air quality management due to economies of scale and ability to plan strategically across a site. There is the potential for significant positive effects associated with larger developments.</p> <p>? There are drinking water safeguarding zones on the south eastern and south western sides of Bromsgrove town relating to surface water and groundwater. Bromsgrove town also sits over a Major Aquifer of high vulnerability. The north western portion of the District also lies in a Source Protection Zone (Zone III – total catchment). The designations indicate that water sources are vulnerable to effects and uncertainties are identified in relation to impacts on these resources until the precise location of development is known and in the absence of mitigation.</p> <p>+/? There could be opportunity for the re-use of previously developed land and buildings, although the scale of this is uncertain subject to the precise location of development and unlikely due to the location of the sites falling on greenfield land, so the potential for positive effects is identified, depending on the scale of the opportunities.</p> <p>- Additional development focussed on the periphery of Bromsgrove town could impact on existing air quality management areas, covering parts of the Redditch Road, Worcester Road and Lickey End. Birmingham and adjoining authorities have all declared local authority wide AQMAs. It is likely that new employment development would result in additional motorised transport in the District which will impact on these AQMAs, although the extent of this is uncertain.</p> <p>- Urban extensions on the periphery of Bromsgrove town are likely to impact on soils, given the limited potential for the re-use of previously developed land and buildings on the edge of Bromsgrove town.</p> <p><u>Mitigation</u></p> <p>The Local Plan could promote air quality neutral development in locations close to or within existing AQMAs.</p> <p>The Local Plan could promote the use of public transport.</p>

SA Objective	Option A (preferred Development Strategy) - Development at BDC settlements plus edge of West Midlands conurbation	
	Score	Commentary
		<p>The Local Plan could promote the use of Soil Management Plans.</p> <p>The Local Plan to identify the need to safeguard aquifer and water quality.</p> <p><u>Uncertainties & Assumptions</u></p> <p>The precise scale of development in respect of the allocation of unmet housing need.</p> <p>There is also uncertainty around the extent to which public transport may be used to access new development as this is in part dependent upon behavioural choices.</p> <p>Whilst there would be opportunities to promote the use of public transport as part of new development, the reality of growth is an increase in car use, reflecting the complexity of existing commuting patterns. The associated emissions would have negative effects on air quality.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Likely cumulative effects across the plan area and potentially adjoining authorities resulting from the quantum of additional development.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>2. Land Use. To ensure efficient use of land through safeguarding of mineral resources, the best and most versatile agricultural land, maximising of previously developed land and reuse of vacant buildings where this is not detrimental to open space and biodiversity interest.</p>	-/?	<p><u>Likely Effects</u></p> <p>-/? Larger developments have greatest potential to impact on areas of greenfield land and Best and Most Versatile Agricultural Land, although smaller developments could also impact cumulatively on these resources.</p> <p>-/? There are reserves of silica sand within the District that development under this option could potentially impact upon and a negative effect (with uncertainty) is identified.</p> <p>? The scale of development through this option could provide opportunities to re-use previously developed land and buildings although this is considered unlikely due to the sites falling within greenfield land. The re-use of such land could give rise to positive effects, although the scale of development and such effects is unlikely to be significant, noting however that many of the available brownfield sites in the District have now been redeveloped.</p> <p>-/? The potential for minor negative effects, in the absence of mitigation, is identified in relation to potential effects on soils associated with the development of greenfield land. Larger developments have the greatest potential to impact on areas of greenfield land and Best and Most Versatile Agricultural Land, although smaller developments could also impact cumulatively on these resources. There are extensive areas of Grade 3 agricultural land in the District and the potential for a significant negative effect with uncertainty is identified as it is not known if the affected land would fall into Grade 3a or 3b. There are also areas of Grade 2 agricultural land in the District that could be affected.</p> <p><u>Mitigation</u></p> <p>Good design and landscaping for new development could help to mitigate any adverse effects associated with the loss of greenfield land.</p> <p><u>Uncertainties & Assumptions</u></p>

SA Objective	Option A (preferred Development Strategy) - Development at BDC settlements plus edge of West Midlands conurbation	
	Score	Commentary
		<p>The extent of greenfield land which would be developed through this option and therefore the effects on land use. The extent to which brownfield land could be re-developed.</p> <p>It is assumed that as most of the available brownfield sites in the District have been redeveloped, the availability of suitable brownfield sites is limited, and that greenfield land will be required.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Likely cumulative effects across the plan area relating to the reduction in the greenfield land resource.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are highly likely over the plan period.</p>
<p>3. Waste: To manage waste in accordance with the waste hierarchy:</p> <ul style="list-style-type: none"> Prevention Preparing for reuse Recycling Other recovery Disposal 	+/?	<p><u>Likely Effects</u></p> <p>+/? There will be an increase in waste associated with additional development, although with larger developments there could be opportunities for innovation in waste management such as composting and recycling schemes.</p> <p><u>Mitigation</u></p> <p>Promotion of waste management initiatives.</p> <p><u>Uncertainties & Assumptions</u></p> <p>It is assumed that all waste generated would be managed in accordance with the waste hierarchy.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Likely cumulative effects across the plan area relating to waste management resulting from the quantum of additional development.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are highly likely over the plan period.</p>
<p>4. Flood Risk: To ensure inappropriate development does not occur in high risk flood prone areas and does not adversely contribute to all sources of flooding.</p>	+/-	<p><u>Likely Effects</u></p> <p>Due to its location in the headwaters of catchments, the District is not prone to major river flooding. It is however crossed by an extensive network of watercourses which drain the Birmingham Plateau. These watercourses have a rapid response to rainfall during storm events and are prone to overtopping their banks, although in many cases this is due to blockages in the channel or problematic culverts. In addition, due to the rapid runoff experienced in the area, a number of events are attributable to surface or highway runoff or the flooding of the sewer network. Occurrences of sewer flooding (both foul and storm) have occurred in developed areas, including Bromsgrove town, Catshill and Marlbrook. The Bromsgrove District Strategic Flood Risk Assessment Level 1 (June 2021) maps potential groundwater flood risk, predominantly to the east and west of the District. Larger developments are more likely to provide opportunities for flood risk mitigation due to economies of scale and ability to plan strategically across a site.</p> <p>Within Bromsgrove town there are areas at risk of surface water flooding, from very low to high risk. Surface water flooding is also evident on the edges of Bromsgrove town. Flood risk from rivers is also present in Bromsgrove town and on the edges of the town. The areas at risk of</p>

SA Objective	Option A (preferred Development Strategy) - Development at BDC settlements plus edge of West Midlands conurbation	
	Score	Commentary
		<p>flooding are not extensive. It should be possible to incorporate SuDS within developments and avoid areas of high flood risk by applying the sequential test at the site level.</p> <p>+/- A mixed score of minor positive (associated with opportunities to incorporate SuDS in new development) and minor negative (associated with the potential for development in and around Bromsgrove town and in other areas of the District to exacerbate the risk of flooding) is identified.</p> <p><u>Mitigation</u></p> <p>New development to incorporate sustainable urban drainage where feasible. Significant green infrastructure development could have a positive effect on this objective by increasing infiltration and storm water retention times by providing space for flood waters to flow through and additional areas for temporary flood water storage.</p> <p><u>Uncertainties & Assumptions</u></p> <p>It is assumed that any new development would not be allocated to areas at greatest risk of flooding and that the sequential test would be used for any sites at risk of flooding.</p> <p>Development would need to manage surface water run-off rates in accordance with relevant guidance.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Potential for development to exacerbate local flood risk.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
5. Climate Change: To reduce the causes of and adapt to the impacts of climate change.	+/-	<p><u>Likely Effects</u></p> <p>+/-Although the town of Bromsgrove and larger settlements are in relatively sustainable locations for development there would inevitably be an increase in greenhouse gas emissions related to an increase in transport, although larger developments and those directed to sustainable settlements would offer greater opportunities to ensure such development was in sustainable locations and thereby helping to reduce the need to travel. As such, a mixture of minor positive and negative effects is identified.</p> <p>Larger developments are more likely to provide opportunities for renewable energy schemes due to economies of scale and ability to plan strategically across a site. Larger developments are more likely to provide greater opportunities to help adapt to the effects of climate change due to economies of scale and ability to plan strategically across a site, including renewable energy schemes and green infrastructure provision.</p> <p><u>Mitigation</u></p> <p>The Local Plan could promote the use of public transport.</p> <p><u>Uncertainties & Assumptions</u></p> <p>There is uncertainty around the extent to which public transport may be used to access employment and retail facilities as this is in part dependent upon behavioural choices.</p>

SA Objective	Option A (preferred Development Strategy) - Development at BDC settlements plus edge of West Midlands conurbation	
	Score	Commentary
		<p>Whilst there would be opportunities to promote the use of public transport through this option, there will be an increase in car use, which would have a negative effect on this objective.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Likely cumulative effects across the plan area relating to carbon emissions resulting from the quantum of additional development.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>6. Biodiversity. To conserve and enhance biodiversity and promote improvements to the green infrastructure network.</p>	+/-/?	<p><u>Likely Effects</u></p> <p>? There are no European designated sites in Bromsgrove District itself although the European designated Lyppard Grange Ponds SAC and Fen Pools SAC are within 15km of the administrative boundary.</p> <p>- The District contains 13 Sites of Special Scientific Interest (SSSIs) (three of which are for geological importance). Chaddersley Wood National Nature Reserve is: an Ancient Woodland; a Local Wildlife Site (LWS); a National Nature Reserve (NNR) and a SSSI. Other nature reserves in close proximity to the District include Upton Warren, which is Worcestershire's premier bird-watching reserve (it attracts birds throughout the year) and Hanbury Woods (both in Wychavon District). Additional development in the District could add further visitor pressure on these sites, consequently minor negative effects are identified.</p> <p>- In addition to the statutorily recognised SSSIs, there are 90 Local Wildlife Sites (five of which are recognised for geological value). Development adjacent to such sites could give rise to minor negative effects.</p> <p>+ Development does also provide the opportunity to secure a net gain in biodiversity so the potential for positive effects is also identified.</p> <p>? There are uncertainties in relation to the scoring for this option associated with potential site-specific effects on biodiversity resources.</p> <p><u>Mitigation</u></p> <p>Opportunities to locate development away from important biodiversity sites should be taken. Implementation of national and local requirements for Biodiversity Net Gain.</p> <p><u>Uncertainties & Assumptions</u></p> <p>None.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>No likely cumulative effects identified at this stage.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects, both positive and negative, are likely over the plan period.</p>

SA Objective	Option A (preferred Development Strategy) - Development at BDC settlements plus edge of West Midlands conurbation	
	Score	Commentary
7. Landscape: To conserve and enhance landscape character and townscape.	-/?	<p><u>Likely Effects</u></p> <p>-/? Whilst there are no nationally recognised landscapes within the District, there are locally distinctive landscapes which could be eroded by development. Equally, many settlements have a distinctive character which could be vulnerable to erosion, particularly by large developments. Consequently, there is potential for negative effects in relation to landscape and townscape associated with additional development.</p> <p><u>Mitigation</u></p> <p>Good design and landscaping for individual developments could help to mitigate adverse landscape effects.</p> <p><u>Uncertainties & Assumptions</u></p> <p>None identified.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Locally valued landscapes and townscapes could be eroded by additional, particularly large-scale, development.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
8. Cultural Heritage: To conserve and enhance the historic environment, cultural heritage, character and setting.	?	<p><u>Likely Effects</u></p> <p>? The District has 469 Listed Buildings, 839 known sites of Archaeology Interest (13 of which are Scheduled Monuments), 12 Conservation Areas designated as being areas of special architectural or historic interest and two registered historic parks and gardens (Hagley Park and Hewell Grange).</p> <p>Given the above factors an uncertain score is identified in relation to potential effects on built heritage as the precise location of new development would determine the effects on heritage. As part of siting there would be opportunities to avoid development in areas which may have negative effects on heritage, and there may be limited opportunities to enhance heritage.</p> <p><u>Mitigation</u></p> <p>Good design could help to mitigate any adverse effects on cultural heritage. The Local Plan could promote the sensitive re-use of listed buildings.</p> <p><u>Uncertainties & Assumptions</u></p> <p>None.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Cultural heritage could be affected by additional, particularly large-scale, development.</p> <p><u>Geography, duration and likelihood</u></p>

SA Objective	Option A (preferred Development Strategy) - Development at BDC settlements plus edge of West Midlands conurbation	
	Score	Commentary
		District-wide effects are likely over the plan period.
9. Health and well-being. To improve the health and well-being of the population and reduce inequalities in health.	+/-/?	<p><u>Likely Effects</u></p> <p>+ Larger developments provide the critical mass to support new health facilities, but the location and scale of provision is partly dependent on the delivery model preferred by health providers. Smaller scale development provides the opportunity to support existing facilities.</p> <p>-/? Healthcare provision could be uncertain where new development is unable to make new provision.</p> <p>-/? The reality of economic growth is an increase in car and HGV use and associated emissions which would have negative health effects (the links between air quality and poor health are wide ranging and well known). The scale of emissions and associated health effects from developments would need to be explored in detail in specific localities.</p> <p><u>Mitigation</u></p> <p>The Local Plan could promote the use of public transport and greater self-containment.</p> <p><u>Uncertainties & Assumptions</u></p> <p>The ability of healthcare provision to adapt to increased population demands.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Cumulative effects on existing healthcare provision.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
10. Community Participation. To provide opportunities for communities to participate and contribute to decisions that affect their neighbourhood and quality of life, encouraging pride and social responsibility in the local community.	+	<p><u>Likely Effects</u></p> <p>+ Developments associated with existing settlements is likely to offer opportunities for participation in established community forums, whilst larger developments could hold the potential for the establishment of new forums. More widely, new residents will have the opportunity to participate in decisions through the local plan process, preparation of neighbourhood developments plans (where relevant) and through participation in planning applications that affect them.</p> <p><u>Mitigation</u></p> <p>None.</p> <p><u>Uncertainties & Assumptions</u></p> <p>None.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>None identified.</p>

SA Objective	Option A (preferred Development Strategy) - Development at BDC settlements plus edge of West Midlands conurbation	
	Score	Commentary
		<p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>11. Housing. To provide decent affordable housing for all, of the right quality and tenure and for local needs, in a clean, safe and pleasant local environment.</p>	++	<p><u>Likely Effects</u></p> <p>++ The provision of additional development will help to meet demand for housing in the District, by type and tenure, directed to appropriate locations. Over the longer term, aspirations for home ownership can be contributed to. Where development is associated with existing settlements, the opportunities to meet localised needs for a diverse range of housing tenures.</p> <p><u>Mitigation</u></p> <p>None.</p> <p><u>Uncertainties & Assumptions</u></p> <p>None.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>None identified.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>12. Town Centre Vitality and Community Facilities and Services. To improve the vitality and viability of Town Centres, other centres and communities and the quality of, and equitable access to, local services and facilities regardless of age, gender, ethnicity, disability, socio-economic status or educational attainment.</p>	+/?	<p><u>Likely Effects</u></p> <p>+/? Development, directed to Bromsgrove town and larger settlements in the District, would potentially help to maintain the vitality and viability of these centres. Development at these locations would have positive effects against this objective, though the extent of positive effects is uncertain.</p> <p><u>Mitigation</u></p> <p>None.</p> <p><u>Uncertainties & Assumptions</u></p> <p>None.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>None identified.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>

SA Objective	Option A (preferred Development Strategy) - Development at BDC settlements plus edge of West Midlands conurbation	
	Score	Commentary
<p>13. Economy. To develop a knowledge driven economy which supports the development of new technologies of high value, accompanied by supporting the infrastructure, whilst ensuring all share the benefits, whether urban and rural.</p>	++/?	<p><u>Likely Effects</u></p> <p>++/? The potential for positive effects is identified as locations near the larger settlements with good transport links would provide a sustainable location for economic development which as part of a mixed use development will help to meet local employment needs. However there is uncertainty in respect of the extent of mixed use development, its scale, location and relationship to existing or proposed employment areas.</p> <p><u>Mitigation</u></p> <p>None.</p> <p><u>Uncertainties & Assumptions</u></p> <p>The blend and location of development and relationship with existing and proposed employment locations.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>The relationship between housing provision, employment and aspirations to minimise travel.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>14. Education. To raise the skill levels and qualifications of the workforce and the quality of education for all.</p>	++/?	<p><u>Likely Effects</u></p> <p>Access to jobs and training is more likely for development adjacent/accessible to existing urban areas and Bromsgrove town is the largest employer in the District. Larger scale development could create demand for new education facilities to meet additional needs. Smaller developments are more likely to make off-site contributions towards such facilities, so proximity to existing facilities with capacity or potential for expansion becomes more important.</p> <p>++/? The potential for positive effects with some uncertainty is identified reflecting the generation of demand for new education facilities although the extent of this is uncertain.</p> <p><u>Mitigation</u></p> <p>None.</p> <p><u>Uncertainties & Assumptions</u></p> <p>The dynamics of the relationship between residential development and the provision of education resources.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>The relationship between housing provision, education provision and aspirations to provide accessible and sustainable travel.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>

SA Objective	Option A (preferred Development Strategy) - Development at BDC settlements plus edge of West Midlands conurbation	
	Score	Commentary
15. Travel. To increase sustainable travel choices and move towards more sustainable travel patterns.	+/-/?	<p><u>Likely Effects</u></p> <p>+/-/? There would be opportunities through new residential development located in sustainable locations accessible by public transport which would have a positive effect on this objective. However, the reality of growth is an increase in car and HGV use which would have negative effects on this objective. There is also uncertainty as there is the potential for development to be located in more isolated parts of the District where there is greater reliance on the car, although the scale of any such isolated development would be likely to be smaller through this option.</p> <p><u>Mitigation</u></p> <p>The Local Plan could promote the use of public transport.</p> <p><u>Uncertainties & Assumptions</u></p> <p>There is uncertainty around the extent to which public transport may be used to access new employment development as this is in part dependent upon behavioural choices.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>The relationship between housing, employment, service and leisure provision and aspirations to provide accessible and sustainable travel.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>

Option B - Development at BDC settlements only: this distribution scenario seeks to maximise the allocation of potentially suitable sites at the largest and most sustainable settlements within Bromsgrove District's existing settlement hierarchy.

SA Objective	Option B - Development at BDC settlements only	
	Score	Commentary
1. Water, Soil and Air Quality. To protect and enhance the quality of water, soil and air.	+/-/?	<p><u>Likely Effects</u></p>

SA Objective	Option B - Development at BDC settlements only	
	Score	Commentary
		<p>+ Allocating growth to sustainable settlements will help to reinforce their function and the sustainability performance of the District as a whole. Larger developments can contribute to water management and innovation in air quality management due to economies of scale and ability to plan strategically across a site. There is the potential for significant positive effects associated with larger developments.</p> <p>- Urban extensions on the periphery of Bromsgrove town are likely to impact on soils, given the limited potential for the re-use of previously developed land and buildings on the edge of Bromsgrove town.</p> <p>? There are drinking water safeguarding zones on the south eastern and south western sides of Bromsgrove town relating to surface water and groundwater. Bromsgrove town also sits over a Major Aquifer of high vulnerability. The north western portion of the District also lies in a Source Protection Zone (Zone III – total catchment). The designations indicate that water sources are vulnerable to effects and uncertainties are identified in relation to impacts on these resources until the precise location of development is known and in the absence of mitigation.</p> <p>+/? There could be opportunity for the re-use of previously developed land and buildings, although the scale of this is uncertain subject to the precise location of development and unlikely due to the location of the sites falling on greenfield land, so the potential for positive effects is identified, depending on the scale of the opportunities.</p> <p>- Additional development focussed on the periphery of Bromsgrove town could impact on existing air quality management areas, covering parts of the Redditch Road, Worcester Road and Lickey End. Birmingham and adjoining authorities have all declared local authority wide AQMAs. It is likely that new employment development would result in additional motorised transport in the District which will impact on these AQMAs, although the extent of this is uncertain.</p> <p><u>Mitigation</u></p> <p>The Local Plan could promote air quality neutral development in locations close to or within existing AQMAs.</p> <p>The Local Plan could promote the use of public transport.</p> <p>The Local Plan could promote the use of Soil Management Plans.</p> <p>The Local Plan to identify the need to safeguard aquifer and water quality.</p> <p><u>Uncertainties & Assumptions</u></p> <p>The precise scale of development in respect of the allocation of unmet housing need.</p> <p>There is also uncertainty around the extent to which public transport may be used to access new development as this is in part dependent upon behavioural choices.</p> <p>Whilst there would be opportunities to promote the use of public transport as part of new development, the reality of growth is an increase in car use, reflecting the complexity of existing commuting patterns. The associated emissions would have negative effects on air quality.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Likely cumulative effects across the plan area and potentially adjoining authorities resulting from the quantum of additional development.</p> <p><u>Geography, duration and likelihood</u></p>

SA Objective	Option B - Development at BDC settlements only	
	Score	Commentary
		District-wide effects are likely over the plan period.
<p>2. Land Use. To ensure efficient use of land through safeguarding of mineral resources, the best and most versatile agricultural land, maximising of previously developed land and reuse of vacant buildings where this is not detrimental to open space and biodiversity interest.</p>	-/?	<p><u>Likely Effects</u></p> <p>-/? Larger developments have greatest potential to impact on areas of greenfield land and Best and Most Versatile Agricultural Land, although smaller developments could also impact cumulatively on these resources.</p> <p>-/? There are reserves of silica sand within the District that development under this option could potentially impact upon and a negative effect (with uncertainty) is identified.</p> <p>? The scale of development through this option could provide opportunities to re-use previously developed land and buildings although this is considered unlikely due to the sites falling within greenfield land. The re-use of such land could give rise to positive effects, although the scale of development and such effects is unlikely to be significant, noting however that many of the available brownfield sites in the District have now been redeveloped.</p> <p>-/? The potential for minor negative effects, in the absence of mitigation, is identified in relation to potential effects on soils associated with the development of greenfield land. Larger developments have the greatest potential to impact on areas of greenfield land and Best and Most Versatile Agricultural Land, although smaller developments could also impact cumulatively on these resources. There are extensive areas of Grade 3 agricultural land in the District and the potential for a significant negative effect with uncertainty is identified as it is not known if the affected land would fall into Grade 3a or 3b. There are also areas of Grade 2 agricultural land in the District that could be affected.</p> <p><u>Mitigation</u></p> <p>Good design and landscaping for new development could help to mitigate any adverse effects associated with the loss of greenfield land.</p> <p><u>Uncertainties & Assumptions</u></p> <p>The extent of greenfield land which would be developed through this option and therefore the effects on land use. The extent to which brownfield land could be re-developed.</p> <p>It is assumed that as most of the available brownfield sites in the District have been redeveloped, the availability of suitable brownfield sites is limited, and that greenfield land will be required.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Likely cumulative effects across the plan area relating to the reduction in the greenfield land resource.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>

SA Objective	Option B - Development at BDC settlements only	
	Score	Commentary
<p>3. Waste: To manage waste in accordance with the waste hierarchy:</p> <ul style="list-style-type: none"> Prevention Preparing for reuse Recycling Other recovery Disposal 	+/?	<p><u>Likely Effects</u></p> <p>+/? There will be an increase in waste associated with additional development, although with larger developments there could be opportunities for innovation in waste management such as composting and recycling schemes.</p> <p><u>Mitigation</u></p> <p>Promotion of waste management initiatives.</p> <p><u>Uncertainties & Assumptions</u></p> <p>It is assumed that all waste generated would be managed in accordance with the waste hierarchy.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Likely cumulative effects across the plan area relating to waste management resulting from the quantum of additional development.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>4. Flood Risk: To ensure inappropriate development does not occur in high risk flood prone areas and does not adversely contribute to all sources of flooding.</p>	+/-	<p><u>Likely Effects</u></p> <p>Due to its location in the headwaters of catchments, the District is not prone to major river flooding. It is however crossed by an extensive network of watercourses which drain the Birmingham Plateau. These watercourses have a rapid response to rainfall during storm events and are prone to overtopping their banks, although in many cases this is due to blockages in the channel or problematic culverts. In addition, due to the rapid runoff experienced in the area, a number of events are attributable to surface or highway runoff or the flooding of the sewer network. Occurrences of sewer flooding (both foul and storm) have occurred in developed areas, including Bromsgrove town, Catshill and Marlbrook. The Bromsgrove District Strategic Flood Risk Assessment Level 1 (June 2021) maps potential groundwater flood risk, predominantly to the east and west of the District. Larger developments are more likely to provide opportunities for flood risk mitigation due to economies of scale and ability to plan strategically across a site.</p> <p>Within Bromsgrove town there are areas at risk of surface water flooding, from very low to high risk. Surface water flooding is also evident on the edges of Bromsgrove town. Flood risk from rivers is also present in Bromsgrove town and on the edges of the town. The areas at risk of flooding are not extensive. It should be possible to incorporate SuDS within developments and avoid areas of high flood risk by applying the sequential test at the site level.</p> <p>+/- A mixed score of minor positive (associated with opportunities to incorporate SuDS in new development) and minor negative (associated with the potential for development in and around Bromsgrove town and in other areas of the District to exacerbate the risk of flooding) is identified.</p> <p><u>Mitigation</u></p>

SA Objective	Option B - Development at BDC settlements only	
	Score	Commentary
		<p>New development to incorporate sustainable urban drainage where feasible. Significant green infrastructure development could have a positive effect on this objective by increasing infiltration and storm water retention times by providing space for flood waters to flow through and additional areas for temporary flood water storage.</p> <p><u>Uncertainties & Assumptions</u></p> <p>It is assumed that any new development would not be allocated to areas at greatest risk of flooding and that the sequential test would be used for any sites at risk of flooding.</p> <p>Development would need to manage surface water run-off rates in accordance with relevant guidance.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Potential for development to exacerbate local flood risk.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>5. Climate Change: To reduce the causes of and adapt to the impacts of climate change.</p>	+/-	<p><u>Likely Effects</u></p> <p>+/-Although the town of Bromsgrove and larger settlements are in relatively sustainable locations for development there would inevitably be an increase in greenhouse gas emissions related to an increase in transport, although larger developments and those directed to sustainable settlements would offer greater opportunities to ensure such development was in sustainable locations and thereby helping to reduce the need to travel. As such, a mixture of minor positive and negative effects is identified.</p> <p>Larger developments are more likely to provide opportunities for renewable energy schemes due to economies of scale and ability to plan strategically across a site. Larger developments are more likely to provide greater opportunities to help adapt to the effects of climate change due to economies of scale and ability to plan strategically across a site, including renewable energy schemes and green infrastructure provision.</p> <p><u>Mitigation</u></p> <p>The Local Plan could promote the use of public transport.</p> <p><u>Uncertainties & Assumptions</u></p> <p>There is uncertainty around the extent to which public transport may be used to access employment and retail facilities as this is in part dependent upon behavioural choices.</p> <p>Whilst there would be opportunities to promote the use of public transport through this option, there will be an increase in car use, which would have a negative effect on this objective.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Likely cumulative effects across the plan area relating to carbon emissions resulting from the quantum of additional development.</p>

SA Objective	Option B - Development at BDC settlements only	
	Score	Commentary
		<p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>6. Biodiversity: To conserve and enhance biodiversity and geodiversity and promote improvements to the green infrastructure network.</p>	+/-/?	<p><u>Likely Effects</u></p> <p>? There are no European designated sites in Bromsgrove District itself although the European designated Lyppard Grange Ponds SAC and Fen Pools SAC are within 15km of the administrative boundary.</p> <p>- The District contains 13 Sites of Special Scientific Interest (SSSIs) (three of which are for geological importance). Chaddersley Wood National Nature Reserve is: an Ancient Woodland; a Local Wildlife Site (LWS); a National Nature Reserve (NNR) and a SSSI. Other nature reserves in close proximity to the District include Upton Warren, which is Worcestershire's premier bird-watching reserve (it attracts birds throughout the year) and Hanbury Woods (both in Wychavon District). Additional development in the District could add further visitor pressure on these sites, consequently minor negative effects are identified.</p> <p>- In addition to the statutorily recognised SSSIs, there are 90 Local Wildlife Sites (five of which are recognised for geological value). Development adjacent to such sites could give rise to minor negative effects.</p> <p>+ Development does also provide the opportunity to secure a net gain in biodiversity so the potential for positive effects is also identified.</p> <p>? There are uncertainties in relation to the scoring for this option associated with potential site-specific effects on biodiversity resources.</p> <p><u>Mitigation</u></p> <p>Opportunities to locate development away from important biodiversity sites should be taken. Implementation of national and local requirements for Biodiversity Net Gain.</p> <p><u>Uncertainties & Assumptions</u></p> <p>None.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>No likely cumulative effects identified at this stage.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>7. Landscape: To conserve and enhance landscape character and townscape.</p>	-/?	<p><u>Likely Effects</u></p> <p>-/? Whilst there are no nationally recognised landscapes within the District, there are locally distinctive landscapes which could be eroded by development. Equally, many settlements have a distinctive character which could be vulnerable to erosion, particularly by large developments. Consequently, there is potential for negative effects in relation to landscape and townscape associated with additional development.</p>

SA Objective	Option B - Development at BDC settlements only	
	Score	Commentary
		<p><u>Mitigation</u></p> <p>Good design and landscaping for individual developments could help to mitigate adverse landscape effects.</p> <p><u>Uncertainties & Assumptions</u></p> <p>None identified.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Locally valued landscapes and townscapes could be eroded by additional, particularly large-scale, development.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>8. Cultural Heritage: To conserve and enhance the historic environment, cultural heritage, character and setting.</p>	?	<p><u>Likely Effects</u></p> <p>? The District has 469 Listed Buildings, 839 known sites of Archaeology Interest (13 of which are Scheduled Monuments), 12 Conservation Areas designated as being areas of special architectural or historic interest and two registered historic parks and gardens (Hagley Park and Hewell Grange).</p> <p>Given the above factors an uncertain score is identified in relation to potential effects on built heritage as the precise location of new development would determine the effects on heritage. As part of siting there would be opportunities to avoid development in areas which may have negative effects on heritage, and there may be limited opportunities to enhance heritage.</p> <p><u>Mitigation</u></p> <p>Good design could help to mitigate any adverse effects on cultural heritage. The Local Plan could promote the sensitive re-use of listed buildings.</p> <p><u>Uncertainties & Assumptions</u></p> <p>None.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Cultural heritage could be affected by additional, particularly large-scale, development.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>9. Health and well-being. To improve the health and well-being of the population and</p>	+/-?	<p><u>Likely Effects</u></p> <p>+ Larger developments provide the critical mass to support new health facilities, but the location and scale of provision is partly dependent on the delivery model preferred by health providers. Smaller scale development provides the opportunity to support existing facilities.</p>

SA Objective	Option B - Development at BDC settlements only	
	Score	Commentary
reduce inequalities in health.		<p>-/? Healthcare provision could be uncertain where new development is unable to make new provision.</p> <p>-/? The reality of economic growth is an increase in car and HGV use and associated emissions which would have negative health effects (the links between air quality and poor health are wide ranging and well known). The scale of emissions and associated health effects from developments would need to be explored in detail in specific localities.</p> <p><u>Mitigation</u></p> <p>The Local Plan could promote the use of public transport and greater self-containment.</p> <p><u>Uncertainties & Assumptions</u></p> <p>The ability of healthcare provision to adapt to increased population demands.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Cumulative effects on existing healthcare provision.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>10. Community Participation. To provide opportunities for communities to participate and contribute to decisions that affect their neighbourhood and quality of life, encouraging pride and social responsibility in the local community.</p>	+	<p><u>Likely Effects</u></p> <p>+ Developments associated with existing settlements is likely to offer opportunities for participation in established community forums, whilst larger developments could hold the potential for the establishment of new forums. More widely, new residents will have the opportunity to participate in decisions through the local plan process, preparation of neighbourhood developments plans (where relevant) and through participation in planning applications that affect them.</p> <p><u>Mitigation</u></p> <p>None.</p> <p><u>Uncertainties & Assumptions</u></p> <p>None.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>None identified.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>

SA Objective	Option B - Development at BDC settlements only	
	Score	Commentary
11. Housing. To provide decent affordable housing for all, of the right quality and tenure and for local needs, in a clean, safe and pleasant local environment.	+/-	<p><u>Likely Effects</u></p> <p>+/- The provision of additional development will help to meet demand for housing in the District, by type and tenure, directed to appropriate locations. Over the longer term, aspirations for home ownership can be contributed to. Where development is associated with existing settlements, the opportunities to meet localised needs for a diverse range of housing tenures. However, distribution of the housing to settlements could lead to over provision in certain areas.</p> <p><u>Mitigation</u></p> <p>None.</p> <p><u>Uncertainties & Assumptions</u></p> <p>Dynamics of the local housing market and the geography of local housing need.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>None identified.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
12. Town Centre Vitality and Community Facilities and Services. To improve the vitality and viability of Town Centres, other centres and communities and the quality of, and equitable access to, local services and facilities regardless of age, gender, ethnicity, disability, socio-economic status or educational attainment.	+/?	<p><u>Likely Effects</u></p> <p>+/? Development, directed to Bromsgrove town and larger settlements in the District, would potentially help to maintain the vitality and viability of these centres. Development at these locations would have positive effects against this objective, though the extent of positive effects is uncertain.</p> <p><u>Mitigation</u></p> <p>None.</p> <p><u>Uncertainties & Assumptions</u></p> <p>None.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>None identified.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>

SA Objective	Option B - Development at BDC settlements only	
	Score	Commentary
<p>13. Economy. To develop a knowledge driven economy which supports the development of new technologies of high value, accompanied by supporting the infrastructure, whilst ensuring all share the benefits, whether urban and rural.</p>	++/?	<p><u>Likely Effects</u></p> <p>++/? The potential for positive effects is identified as locations near the larger settlements with good transport links would provide a sustainable location for economic development which as part of a mixed use development will help to meet local employment needs. However there is uncertainty in respect of the extent of mixed use development, its scale, location and relationship to existing or proposed employment areas.</p> <p><u>Mitigation</u></p> <p>None.</p> <p><u>Uncertainties & Assumptions</u></p> <p>The blend and location of development and relationship with existing and proposed employment locations.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>The relationship between housing provision, employment and aspirations to minimise travel.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>14. Education. To raise the skill levels and qualifications of the workforce and the quality of education for all.</p>	++/?	<p><u>Likely Effects</u></p> <p>Access to jobs and training is more likely for development adjacent/accessible to existing urban areas and Bromsgrove town is the largest employer in the District. Larger scale development could create demand for new education facilities to meet additional needs. Smaller developments are more likely to make off-site contributions towards such facilities, so proximity to existing facilities with capacity or potential for expansion becomes more important.</p> <p>++/? The potential for positive effects with some uncertainty is identified reflecting the generation of demand for new education facilities although the extent of this is uncertain.</p> <p><u>Mitigation</u></p> <p>None.</p> <p><u>Uncertainties & Assumptions</u></p> <p>The dynamics of the relationship between residential development and the provision of education resources.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>The relationship between housing provision, education provision and aspirations to provide accessible and sustainable travel.</p> <p><u>Geography, duration and likelihood</u></p>

SA Objective	Option B - Development at BDC settlements only	
	Score	Commentary
		District-wide effects are likely over the plan period.
15. Travel. To increase sustainable travel choices and move towards more sustainable travel patterns.	+/-/?	<p><u>Likely Effects</u></p> <p>, Wythall and Hagley. There are direct train services between Barnt Green and Alvechurch and Barnt Green and Bromsgrove town.</p> <p>+/-/? There would be opportunities through new residential development located in sustainable locations accessible by public transport which would have a positive effect on this objective. However, the reality of growth is an increase in car and HGV use which would have negative effects on this objective. There is also uncertainty as there is the potential for development to be located in more isolated parts of the District where there is greater reliance on the car, although the scale of any such isolated development would be likely to be smaller through this option.</p> <p><u>Mitigation</u></p> <p>The Local Plan could promote the use of public transport.</p> <p><u>Uncertainties & Assumptions</u></p> <p>There is uncertainty around the extent to which public transport may be used to access new employment development as this is in part dependent upon behavioural choices.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>The relationship between housing, employment, service and leisure provision and aspirations to provide accessible and sustainable travel.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>

Option C - Development along rail corridors only: this distribution scenario seeks to maximise the allocation of potentially suitable sites at the BDC settlements with railway stations only.

SA Objective	Option C - Development along rail corridors only	
	Score	Commentary
1. Water, Soil and Air Quality. To protect and	+/-/?	<p><u>Likely Effects</u></p> <p>+ Allocating growth to sustainable settlements, such as those focused on an existing or potential rail station, will help to reinforce their function and the sustainability performance of the District as a whole. Larger developments can contribute to water management and</p>

SA Objective	Option C - Development along rail corridors only	
	Score	Commentary
enhance the quality of water, soil and air.		<p>innovation in air quality management due to economies of scale and ability to plan strategically across a site. There is the potential for significant positive effects associated with larger developments.</p> <p>- Urban extensions on the periphery of Bromsgrove town are likely to impact on soils, given the limited potential for the re-use of previously developed land and buildings on the edge of Bromsgrove town. The potential for negative effects associated with the loss of greenfield land is identified.</p> <p>? There are drinking water safeguarding zones on the south eastern and south western sides of Bromsgrove town relating to surface water and groundwater. Bromsgrove town also sits over a Major Aquifer of high vulnerability. The north western portion of the District also lies in a Source Protection Zone (Zone III – total catchment). The designations indicate that water sources are vulnerable to effects and uncertainties are identified in relation to impacts on these resources until the precise location of development is known and in the absence of mitigation.</p> <p>+/? There could be opportunity for the re-use of previously developed land and buildings, although the scale of this is uncertain subject to the precise location of development and unlikely due to the location of the sites falling on greenfield land, so the potential for positive effects is identified, depending on the scale of the opportunities.</p> <p>- Additional development focussed on the periphery of Bromsgrove town could impact on existing air quality management areas, covering parts of the Redditch Road, Worcester Road and Lickey End. Birmingham and adjoining authorities have all declared local authority wide AQMAs. It is likely that new employment development would result in additional motorised transport in the District which will impact on these AQMAs, although the extent of this is uncertain.</p> <p><u>Mitigation</u></p> <p>The Local Plan could promote air quality neutral development in locations close to or within existing AQMAs.</p> <p>The Local Plan could promote the use of public transport.</p> <p>The Local Plan could promote the use of Soil Management Plans.</p> <p>The Local Plan to identify the need to safeguard aquifer and water quality.</p> <p><u>Uncertainties & Assumptions</u></p> <p>The precise scale of development in respect of the allocation of unmet housing need.</p> <p>There is also uncertainty around the extent to which public transport may be used to access new development as this is in part dependent upon behavioural choices.</p> <p>Whilst there would be opportunities to promote the use of public transport as part of new development, the reality of growth is an increase in car use, reflecting the complexity of existing commuting patterns. The associated emissions would have negative effects on air quality.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Likely cumulative effects across the plan area and potentially adjoining authorities resulting from the quantum of additional development.</p> <p><u>Geography, duration and likelihood</u></p>

SA Objective	Option C - Development along rail corridors only	
	Score	Commentary
		District-wide effects are likely over the plan period.
<p>2. Land Use. To ensure efficient use of land through safeguarding of mineral resources, the best and most versatile agricultural land, maximising of previously developed land and reuse of vacant buildings where this is not detrimental to open space and biodiversity interest.</p>	-/?	<p><u>Likely Effects</u></p> <p>-/? Larger developments have greatest potential to impact on areas of greenfield land and Best and Most Versatile Agricultural Land, although smaller developments could also impact cumulatively on these resources.</p> <p>-/? There are reserves of silica sand within the District that development under this option could potentially impact upon and a negative effect (with uncertainty) is identified.</p> <p>? The scale of development through this option could provide opportunities to re-use previously developed land and buildings although this is considered unlikely due to the sites falling within greenfield land. The re-use of such land could give rise to positive effects, although the scale of development and such effects is unlikely to be significant, noting however that many of the available brownfield sites in the District have now been redeveloped.</p> <p>-/? The potential for minor negative effects, in the absence of mitigation, is identified in relation to potential effects on soils associated with the development of greenfield land. Larger developments have the greatest potential to impact on areas of greenfield land and Best and Most Versatile Agricultural Land, although smaller developments could also impact cumulatively on these resources. There are extensive areas of Grade 3 agricultural land in the District and the potential for a significant negative effect with uncertainty is identified as it is not known if the affected land would fall into Grade 3a or 3b. There are also areas of Grade 2 agricultural land in the District that could be affected.</p> <p><u>Mitigation</u></p> <p>Good design and landscaping for new development could help to mitigate any adverse effects associated with the loss of greenfield land.</p> <p><u>Uncertainties & Assumptions</u></p> <p>The extent of greenfield land which would be developed through this option and therefore the effects on land use. The extent to which brownfield land could be re-developed.</p> <p>It is assumed that as most of the available brownfield sites in the District have been redeveloped, the availability of suitable brownfield sites is limited, and that greenfield land will be required.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Likely cumulative effects across the plan area relating to the reduction in the greenfield land resource.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>

SA Objective	Option C - Development along rail corridors only	
	Score	Commentary
<p>3. Waste: To manage waste in accordance with the waste hierarchy:</p> <ul style="list-style-type: none"> Prevention Preparing for reuse Recycling Other recovery <p>1. Disposal</p>	+/?	<p><u>Likely Effects</u></p> <p>+/? There will be an increase in waste associated with additional development, although with larger developments there could be opportunities for innovation in waste management such as composting and recycling schemes.</p> <p><u>Mitigation</u></p> <p>Promotion of waste management initiatives.</p> <p><u>Uncertainties & Assumptions</u></p> <p>It is assumed that all waste generated would be managed in accordance with the waste hierarchy.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Likely cumulative effects across the plan area relating to waste management resulting from the quantum of additional development.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>4. Flood Risk: To ensure inappropriate development does not occur in high risk flood prone areas and does not adversely contribute to all sources of flooding.</p>	+/-	<p><u>Likely Effects</u></p> <p>Due to its location in the headwaters of catchments, the District is not prone to major river flooding. It is however crossed by an extensive network of watercourses which drain the Birmingham Plateau. These watercourses have a rapid response to rainfall during storm events and are prone to overtopping their banks, although in many cases this is due to blockages in the channel or problematic culverts. In addition, due to the rapid runoff experienced in the area, a number of events are attributable to surface or highway runoff or the flooding of the sewer network. Occurrences of sewer flooding (both foul and storm) have occurred in developed areas, including Bromsgrove town, Catshill and Marlbrook. The Bromsgrove District Strategic Flood Risk Assessment Level 1 (June 2021) maps potential groundwater flood risk, predominantly to the east and west of the District. Larger developments are more likely to provide opportunities for flood risk mitigation due to economies of scale and ability to plan strategically across a site.</p> <p>Within Bromsgrove town there are areas at risk of surface water flooding, from very low to high risk. Surface water flooding is also evident on the edges of Bromsgrove town. Flood risk from rivers is also present in Bromsgrove town and on the edges of the town. The areas at risk of flooding are not extensive. It should be possible to incorporate SuDS within developments and avoid areas of high flood risk by applying the sequential test at the site level.</p> <p>+/- A mixed score of minor positive (associated with opportunities to incorporate SuDS in new development) and minor negative (associated with the potential for development in and around Bromsgrove town and in other areas of the District to exacerbate the risk of flooding) is identified.</p> <p><u>Mitigation</u></p>

SA Objective	Option C - Development along rail corridors only	
	Score	Commentary
		<p>New development to incorporate sustainable urban drainage where feasible. Significant green infrastructure development could have a positive effect on this objective by increasing infiltration and storm water retention times by providing space for flood waters to flow through and additional areas for temporary flood water storage.</p> <p><u>Uncertainties & Assumptions</u></p> <p>It is assumed that any new development would not be allocated to areas at greatest risk of flooding and that the sequential test would be used for any sites at risk of flooding.</p> <p>Development would need to manage surface water run-off rates in accordance with relevant guidance.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Potential for development to exacerbate local flood risk.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>5. Climate Change: To reduce the causes of and adapt to the impacts of climate change.</p>	+/-	<p><u>Likely Effects</u></p> <p>+/-Although the town of Bromsgrove and larger settlements are in relatively sustainable locations for development there would inevitably be an increase in greenhouse gas emissions related to an increase in transport, although larger developments and those directed to sustainable settlements would offer greater opportunities to ensure such development was in sustainable locations and thereby helping to reduce the need to travel. As such, a mixture of minor positive and negative effects is identified.</p> <p>Larger developments are more likely to provide opportunities for renewable energy schemes due to economies of scale and ability to plan strategically across a site. Larger developments are more likely to provide greater opportunities to help adapt to the effects of climate change due to economies of scale and ability to plan strategically across a site, including renewable energy schemes and green infrastructure provision.</p> <p><u>Mitigation</u></p> <p>The Local Plan could promote the use of public transport.</p> <p><u>Uncertainties & Assumptions</u></p> <p>There is uncertainty around the extent to which public transport may be used to access employment and retail facilities as this is in part dependent upon behavioural choices.</p> <p>Whilst there would be opportunities to promote the use of public transport through this option, there will be an increase in car use, which would have a negative effect on this objective.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Likely cumulative effects across the plan area relating to carbon emissions resulting from the quantum of additional development.</p>

SA Objective	Option C - Development along rail corridors only	
	Score	Commentary
		<p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>6. Biodiversity: To conserve and enhance biodiversity and geodiversity and promote improvements to the green infrastructure network.</p>	-/?	<p><u>Likely Effects</u></p> <p>? There are no European designated sites in Bromsgrove District itself although the European designated Lyppard Grange Ponds SAC and Fen Pools SAC are within 15km of the administrative boundary.</p> <p>- The District contains 13 Sites of Special Scientific Interest (SSSIs) (three of which are for geological importance). Chaddersley Wood National Nature Reserve is: an Ancient Woodland; a Local Wildlife Site (LWS); a National Nature Reserve (NNR) and a SSSI. Other nature reserves in close proximity to the District include Upton Warren, which is Worcestershire's premier bird-watching reserve (it attracts birds throughout the year) and Hanbury Woods (both in Wychavon District). Additional development in the District could add further visitor pressure on these sites, consequently minor negative effects are identified. In addition to the statutorily recognised SSSIs, there are 90 Local Wildlife Sites (five of which are recognised for geological value). Development adjacent to such sites could give rise to minor negative effects.</p> <p>-? There are uncertainties in relation to the scoring for this option associated with potential site-specific effects on biodiversity resources and the opportunities to plan for Biodiversity Net Gain in localities where development is likely to be directed by other locational requirements.</p> <p><u>Mitigation</u></p> <p>Opportunities to locate development away from important biodiversity sites should be taken. Implementation of national and local requirements for Biodiversity Net Gain.</p> <p><u>Uncertainties & Assumptions</u></p> <p>None.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>No likely cumulative effects identified at this stage.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>7. Landscape: To conserve and enhance landscape character and townscape.</p>	-/?	<p><u>Likely Effects</u></p> <p>-/? Whilst there are no nationally recognised landscapes within the District, there are locally distinctive landscapes which could be eroded by development. Equally, many settlements have a distinctive character which could be vulnerable to erosion, particularly by large developments. Consequently, there is potential for negative effects in relation to landscape and townscape associated with additional development.</p> <p><u>Mitigation</u></p>

SA Objective	Option C - Development along rail corridors only	
	Score	Commentary
		<p>Good design and landscaping for individual developments could help to mitigate adverse landscape effects.</p> <p><u>Uncertainties & Assumptions</u></p> <p>None identified.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Locally valued landscapes and townscapes could be eroded by additional, particularly large-scale, development.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>8. Cultural Heritage: To conserve and enhance the historic environment, cultural heritage, character and setting.</p>	?	<p><u>Likely Effects</u></p> <p>? The District has 469 Listed Buildings, 839 known sites of Archaeology Interest (13 of which are Scheduled Monuments), 12 Conservation Areas designated as being areas of special architectural or historic interest and two registered historic parks and gardens (Hagley Park and Hewell Grange).</p> <p>Given the above factors an uncertain score is identified in relation to potential effects on built heritage as the precise location of new development would determine the effects on heritage. As part of siting there would be opportunities to avoid development in areas which may have negative effects on heritage, and there may be limited opportunities to enhance heritage.</p> <p><u>Mitigation</u></p> <p>Good design could help to mitigate any adverse effects on cultural heritage. The Local Plan could promote the sensitive re-use of listed buildings.</p> <p><u>Uncertainties & Assumptions</u></p> <p>None.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Cultural heritage could be affected by additional, particularly large-scale, development.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>9. Health and well-being. To improve the health and well-being of the population and reduce inequalities in health.</p>	-/?	<p><u>Likely Effects</u></p> <p>-/? Healthcare provision could be uncertain where new development is unable to make new provision. This is likely to be the case of alignment of development along rail corridors which creates a linear geography of new housing provision largely unrelated to the existing settlement pattern. There is also uncertainty in respect of the scale of development along rail corridors and its ability to provide stand-alone healthcare facilities.</p>

SA Objective	Option C - Development along rail corridors only	
	Score	Commentary
		<p>--/? The reality of economic growth is an increase in car and HGV use and associated emissions which would have negative health effects (the links between air quality and poor health are wide ranging and well known). The scale of emissions and associated health effects from developments would need to be explored in detail in specific localities.</p> <p><u>Mitigation</u></p> <p>The Local Plan could promote the use of public transport and greater self-containment.</p> <p><u>Uncertainties & Assumptions</u></p> <p>The ability of healthcare provision to adapt to increased population demands.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Cumulative effects on existing healthcare provision.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>10. Community Participation. To provide opportunities for communities to participate and contribute to decisions that affect their neighbourhood and quality of life, encouraging pride and social responsibility in the local community.</p>	-	<p><u>Likely Effects</u></p> <p>- New developments without an established connection to existing forums are likely to have few opportunities for participation by new residents. However, more widely, new residents will have the opportunity to participate in decisions through the local plan process, preparation of neighbourhood developments plans (where relevant) and through participation in planning applications that affect them.</p> <p><u>Mitigation</u></p> <p>None.</p> <p><u>Uncertainties & Assumptions</u></p> <p>None.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>None identified.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>11. Housing. To provide decent affordable housing for all, of the right quality and tenure and for local needs, in a</p>	--/?	<p><u>Likely Effects</u></p> <p>--/? The provision of additional development along rail corridors is unlikely to meet the overall demand for housing in the District, by type and tenure, reflecting an unproven development model and one which would be at the expense of a more diverse development strategy which is likely to benefit the District as a whole.</p>

SA Objective	Option C - Development along rail corridors only	
	Score	Commentary
clean, safe and pleasant local environment.		<p><u>Mitigation</u></p> <p>None.</p> <p><u>Uncertainties & Assumptions</u></p> <p>Delivery approach is unproven.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>None identified.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>12. Town Centre Vitality and Community Facilities and Services.</p> <p>To improve the vitality and viability of Town Centres, other centres and communities and the quality of, and equitable access to, local services and facilities regardless of age, gender, ethnicity, disability, socio-economic status or educational attainment.</p>	+/-/?	<p><u>Likely Effects</u></p> <p>+/-/? Development, directed to transport corridors will contribute to the vitality and viability of selected existing centres, notably Bromsgrove (albeit the train station is located some distance from the town centre) whilst other centres are likely to be disadvantaged, although the precise degree of these effects is uncertain.</p> <p><u>Mitigation</u></p> <p>None.</p> <p><u>Uncertainties & Assumptions</u></p> <p>None.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>None identified.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>

SA Objective	Option C - Development along rail corridors only	
	Score	Commentary
<p>13. Economy. To develop a knowledge driven economy which supports the development of new technologies of high value, accompanied by supporting the infrastructure, whilst ensuring all share the benefits, whether urban and rural.</p>	-/?	<p><u>Likely Effects</u></p> <p>-/? Directing development of uncertain scale to specific corridors is likely to create uncertainty in employment provided through mixed use development. There is also uncertainty in respect of the relationship to existing or proposed employment areas.</p> <p><u>Mitigation</u></p> <p>None.</p> <p><u>Uncertainties & Assumptions</u></p> <p>The blend and location of development and relationship with existing and proposed employment locations.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>The relationship between housing provision, employment and aspirations to minimise travel.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>14. Education. To raise the skill levels and qualifications of the workforce and the quality of education for all.</p>	+/-/?	<p><u>Likely Effects</u></p> <p>Access to jobs and training is more likely for development adjacent/accessible to existing urban areas and Bromsgrove town is the largest employer in the District. Larger scale development could create demand for new education facilities to meet additional needs. Smaller developments are more likely to make off-site contributions towards such facilities, so proximity to existing facilities with capacity or potential for expansion becomes more important.</p> <p>+/? The potential for positive effects with some uncertainty is identified reflecting the generation of demand for new education facilities although the extent of this is uncertain.</p> <p>-/? Development along rail corridors is less likely to be related to existing provision, requiring new build facilities which are in turn dependent upon the scale of development proposed.</p> <p><u>Mitigation</u></p> <p>None.</p> <p><u>Uncertainties & Assumptions</u></p> <p>The dynamics of the relationship between residential development and the provision of education resources.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>The relationship between housing provision, education provision and aspirations to provide accessible and sustainable travel.</p>

SA Objective	Option C - Development along rail corridors only	
	Score	Commentary
		<p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>15. Travel. To increase sustainable travel choices and move towards more sustainable travel patterns.</p>	+/-?	<p><u>Likely Effects</u></p> <p>+/-/? There would be opportunities through new residential development located in sustainable locations accessible by public transport which would have a positive effect on this objective. However, the reality of growth is an increase in car and HGV use which would have negative effects on this objective. There is also uncertainty as there is the potential for development to be located in more isolated parts of the District where there is greater reliance on the car, although the scale of any such isolated development would be likely to be smaller through this option.</p> <p><u>Mitigation</u></p> <p>The Local Plan could promote the use of public transport.</p> <p><u>Uncertainties & Assumptions</u></p> <p>There is uncertainty around the extent to which public transport may be used to access new employment development as this is in part dependent upon behavioural choices.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>The relationship between housing, employment, service and leisure provision and aspirations to provide accessible and sustainable travel.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period..</p>

Option D - Development at BDC settlements plus creation of and improvements to motorway junctions to the north and south of Bromsgrove town: this distribution scenario continues the approach of some proposed allocations at BDC settlements, but in addition proposes major motorway infrastructure north and south of Bromsgrove town providing for large scale housing and employment development, and a potential new railway station at Stoke Prior.

Option D - Development at BDC settlements plus creation of and improvements to motorway junctions to the north and south of Bromsgrove town		
SA Objective	Score	Commentary
<p>1. Water, Soil and Air Quality. To protect and enhance the quality of water, soil and air.</p>	<p>+/-/?</p>	<p><u>Likely Effects</u></p> <p>+ Allocating growth to sustainable settlements will help to reinforce their function and the sustainability performance of the District as a whole. Larger developments can contribute to water management and innovation in air quality management due to economies of scale and ability to plan strategically across a site. There is the potential for significant positive effects associated with larger developments.</p> <p>- Urban extensions on the periphery of Bromsgrove town are likely to impact on soils, given the limited potential for the re-use of previously developed land and buildings on the edge of Bromsgrove town.</p> <p>? There are drinking water safeguarding zones on the south eastern and south western sides of Bromsgrove town relating to surface water and groundwater. Bromsgrove town also sits over a Major Aquifer of high vulnerability. The north western portion of the District also lies in a Source Protection Zone (Zone III – total catchment). The designations indicate that water sources are vulnerable to effects and uncertainties are identified in relation to impacts on these resources until the precise location of development is known and in the absence of mitigation.</p> <p>+/? There could be opportunity for the re-use of previously developed land and buildings, although the scale of this is uncertain subject to the precise location of development and unlikely due to the location of the sites falling on greenfield land, so the potential for positive effects is identified, depending on the scale of the opportunities.</p> <p>- Additional development focussed on the periphery of Bromsgrove town could impact on existing air quality management areas, covering parts of the Redditch Road, Worcester Road and Lickey End. Birmingham and adjoining authorities have all declared local authority wide AQMAs. It is likely that new employment development would result in additional motorised transport in the District which will impact on these AQMAs, although the extent of this is uncertain.</p> <p><u>Mitigation</u></p> <p>The Local Plan could promote air quality neutral development in locations close to or within existing AQMAs.</p> <p>The Local Plan could promote the use of public transport.</p> <p>The Local Plan could promote the use of Soil Management Plans.</p> <p>The Local Plan to identify the need to safeguard aquifer and water quality.</p> <p><u>Uncertainties & Assumptions</u></p> <p>The precise scale of development in respect of the allocation of unmet housing need.</p> <p>There is also uncertainty around the extent to which public transport may be used to access new development as this is in part dependent upon behavioural choices.</p> <p>Whilst there would be opportunities to promote the use of public transport as part of new development, the reality of growth is an increase in car use, reflecting the complexity of existing commuting patterns. The associated emissions would have negative effects on air quality.</p> <p><u>Cumulative, synergistic and secondary effects</u></p>

Option D - Development at BDC settlements plus creation of and improvements to motorway junctions to the north and south of Bromsgrove town		
SA Objective	Score	Commentary
		<p>Likely cumulative effects across the plan area and potentially adjoining authorities resulting from the quantum of additional development.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>2. Land Use. To ensure efficient use of land through safeguarding of mineral resources, the best and most versatile agricultural land, maximising of previously developed land and reuse of vacant buildings where this is not detrimental to open space and biodiversity interest.</p>	-/?	<p><u>Likely Effects</u></p> <p>-/? Larger developments have greatest potential to impact on areas of greenfield land and Best and Most Versatile Agricultural Land, although smaller developments could also impact cumulatively on these resources.</p> <p>-/? There are reserves of silica sand within the District that development under this option could potentially impact upon and a negative effect (with uncertainty) is identified.</p> <p>? The scale of development through this option could provide opportunities to re-use previously developed land and buildings although this is considered unlikely due to the sites falling within greenfield land. The re-use of such land could give rise to positive effects, although the scale of development and such effects is unlikely to be significant, noting however that many of the available brownfield sites in the District have now been redeveloped.</p> <p>-/? The potential for minor negative effects, in the absence of mitigation, is identified in relation to potential effects on soils associated with the development of greenfield land. Larger developments have the greatest potential to impact on areas of greenfield land and Best and Most Versatile Agricultural Land, although smaller developments could also impact cumulatively on these resources. There are extensive areas of Grade 3 agricultural land in the District and the potential for a significant negative effect with uncertainty is identified as it is not known if the affected land would fall into Grade 3a or 3b. There are also areas of Grade 2 agricultural land in the District that could be affected.</p> <p><u>Mitigation</u></p> <p>Good design and landscaping for new development could help to mitigate any adverse effects associated with the loss of greenfield land.</p> <p><u>Uncertainties & Assumptions</u></p> <p>The extent of greenfield land which would be developed through this option and therefore the effects on land use. The extent to which brownfield land could be re-developed.</p> <p>It is assumed that as most of the available brownfield sites in the District have been redeveloped, the availability of suitable brownfield sites is limited, and that greenfield land will be required.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Likely cumulative effects across the plan area relating to the reduction in the greenfield land resource.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>

Option D - Development at BDC settlements plus creation of and improvements to motorway junctions to the north and south of Bromsgrove town		
SA Objective	Score	Commentary
<p>3. Waste: To manage waste in accordance with the waste hierarchy:</p> <ul style="list-style-type: none"> Prevention Preparing for reuse Recycling Other recovery Disposal 	+/?	<p><u>Likely Effects</u></p> <p>+/? There will be an increase in waste associated with additional development, although with larger developments there could be opportunities for innovation in waste management such as composting and recycling schemes.</p> <p><u>Mitigation</u></p> <p>Promotion of waste management initiatives.</p> <p><u>Uncertainties & Assumptions</u></p> <p>It is assumed that all waste generated would be managed in accordance with the waste hierarchy.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Likely cumulative effects across the plan area relating to waste management resulting from the quantum of additional development.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>4. Flood Risk: To ensure inappropriate development does not occur in high risk flood prone areas and does not adversely contribute to all sources of flooding.</p>	+/-	<p><u>Likely Effects</u></p> <p>Due to its location in the headwaters of catchments, the District is not prone to major river flooding. It is however crossed by an extensive network of watercourses which drain the Birmingham Plateau. These watercourses have a rapid response to rainfall during storm events and are prone to overtopping their banks, although in many cases this is due to blockages in the channel or problematic culverts. In addition, due to the rapid runoff experienced in the area, a number of events are attributable to surface or highway runoff or the flooding of the sewer network. Occurrences of sewer flooding (both foul and storm) have occurred in developed areas, including Bromsgrove town, Catshill and Marlbrook. The Bromsgrove District Strategic Flood Risk Assessment Level 1 (June 2021) maps potential groundwater flood risk, predominantly to the east and west of the District. Larger developments are more likely to provide opportunities for flood risk mitigation due to economies of scale and ability to plan strategically across a site.</p> <p>Within Bromsgrove town there are areas at risk of surface water flooding, from very low to high risk. Surface water flooding is also evident on the edges of Bromsgrove town. Flood risk from rivers is also present in Bromsgrove town and on the edges of the town. The areas at risk of flooding are not extensive. It should be possible to incorporate SuDS within developments and avoid areas of high flood risk by applying the sequential test at the site level.</p> <p>+/- A mixed score of minor positive (associated with opportunities to incorporate SuDS in new development) and minor negative (associated with the potential for development in and around Bromsgrove town and in other areas of the District to exacerbate the risk of flooding) is identified.</p> <p><u>Mitigation</u></p>

SA Objective	Option D - Development at BDC settlements plus creation of and improvements to motorway junctions to the north and south of Bromsgrove town	
	Score	Commentary
		<p>New development to incorporate sustainable urban drainage where feasible. Significant green infrastructure development could have a positive effect on this objective by increasing infiltration and storm water retention times by providing space for flood waters to flow through and additional areas for temporary flood water storage.</p> <p><u>Uncertainties & Assumptions</u></p> <p>It is assumed that any new development would not be allocated to areas at greatest risk of flooding and that the sequential test would be used for any sites at risk of flooding.</p> <p>Development would need to manage surface water run-off rates in accordance with relevant guidance.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Potential for development to exacerbate local flood risk.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
5. Climate Change: To reduce the causes of and adapt to the impacts of climate change.	+/-	<p><u>Likely Effects</u></p> <p>+/-Although the town of Bromsgrove and larger settlements are in relatively sustainable locations for development there would inevitably be an increase in greenhouse gas emissions related to an increase in transport, although larger developments and those directed to sustainable settlements would offer greater opportunities to ensure such development was in sustainable locations and thereby helping to reduce the need to travel. As such, a mixture of minor positive and negative effects is identified.</p> <p>Larger developments are more likely to provide opportunities for renewable energy schemes due to economies of scale and ability to plan strategically across a site. Larger developments are more likely to provide greater opportunities to help adapt to the effects of climate change due to economies of scale and ability to plan strategically across a site, including renewable energy schemes and green infrastructure provision.</p> <p><u>Mitigation</u></p> <p>The Local Plan could promote the use of public transport.</p> <p><u>Uncertainties & Assumptions</u></p> <p>There is uncertainty around the extent to which public transport may be used to access employment and retail facilities as this is in part dependent upon behavioural choices.</p> <p>Whilst there would be opportunities to promote the use of public transport through this option, there will be an increase in car use, which would have a negative effect on this objective.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Likely cumulative effects across the plan area relating to carbon emissions resulting from the quantum of additional development.</p>

Option D - Development at BDC settlements plus creation of and improvements to motorway junctions to the north and south of Bromsgrove town		
SA Objective	Score	Commentary
		<p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>6. Biodiversity. To conserve and enhance biodiversity and geodiversity and promote improvements to the green infrastructure network.</p>	-/?	<p><u>Likely Effects</u></p> <p>? There are no European designated sites in Bromsgrove District itself although the European designated Lyppard Grange Ponds SAC and Fen Pools SAC are within 15km of the administrative boundary.</p> <p>- The District contains 13 Sites of Special Scientific Interest (SSSIs) (three of which are for geological importance). Chaddersley Wood National Nature Reserve is: an Ancient Woodland; a Local Wildlife Site (LWS); a National Nature Reserve (NNR) and a SSSI. Other nature reserves in close proximity to the District include Upton Warren, which is Worcestershire's premier bird-watching reserve (it attracts birds throughout the year) and Hanbury Woods (both in Wychavon District). Additional development in the District could add further visitor pressure on these sites, consequently minor negative effects are identified. In addition to the statutorily recognised SSSIs, there are 90 Local Wildlife Sites (five of which are recognised for geological value). Development adjacent to such sites could give rise to minor negative effects.</p> <p>-? There are uncertainties in relation to the scoring for this option associated with potential site-specific effects on biodiversity resources and the opportunities to plan for Biodiversity Net Gain in localities where development is likely to be directed by other locational requirements.</p> <p><u>Mitigation</u></p> <p>Opportunities to locate development away from important biodiversity sites should be taken. Implementation of national and local requirements for Biodiversity Net Gain.</p> <p><u>Uncertainties & Assumptions</u></p> <p>None.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>No likely cumulative effects identified at this stage.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>7. Landscape: To conserve and enhance landscape character and townscape.</p>	-/?	<p><u>Likely Effects</u></p> <p>-/? Whilst there are no nationally recognised landscapes within the District, there are locally distinctive landscapes which could be eroded by development. Equally, many settlements have a distinctive character which could be vulnerable to erosion, particularly by large developments. Directing development to motorway junctions could result in compromises which affect the landscape character in these locations with uncertain opportunities for mitigation.</p> <p><u>Mitigation</u></p>

Option D - Development at BDC settlements plus creation of and improvements to motorway junctions to the north and south of Bromsgrove town		
SA Objective	Score	Commentary
		<p>Good design and landscaping for individual developments could help to mitigate adverse landscape effects.</p> <p><u>Uncertainties & Assumptions</u></p> <p>Uncertain localised impacts and opportunities for mitigation.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Locally valued landscapes and townscapes could be eroded by additional, particularly large-scale, development.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>8. Cultural Heritage: To conserve and enhance the historic environment, cultural heritage, character and setting.</p>	?	<p><u>Likely Effects</u></p> <p>? The District has 469 Listed Buildings, 839 known sites of Archaeology Interest (13 of which are Scheduled Monuments), 12 Conservation Areas designated as being areas of special architectural or historic interest and two registered historic parks and gardens (Hagley Park and Hewell Grange).</p> <p>Given the above factors an uncertain score is identified in relation to potential effects on built heritage as the precise location of new development would determine the effects on heritage. As part of siting there would be opportunities to avoid development in areas which may have negative effects on heritage, and there may be limited opportunities to enhance heritage.</p> <p><u>Mitigation</u></p> <p>Good design could help to mitigate any adverse effects on cultural heritage. The Local Plan could promote the sensitive re-use of listed buildings.</p> <p><u>Uncertainties & Assumptions</u></p> <p>None.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Cultural heritage could be affected by additional, particularly large-scale, development.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>9. Health and well-being. To improve the health and well-being of the population and reduce inequalities in health.</p>	+/-?	<p><u>Likely Effects</u></p> <p>+ Larger developments provide the critical mass to support new health facilities, but the location and scale of provision is partly dependent on the delivery model preferred by health providers. Smaller scale development provides the opportunity to support existing facilities.</p> <p>-/? Healthcare provision could be uncertain where new development is unable to make new provision.</p>

Option D - Development at BDC settlements plus creation of and improvements to motorway junctions to the north and south of Bromsgrove town		
SA Objective	Score	Commentary
		<p>-/? The reality of economic growth is an increase in car and HGV use and associated emissions which would have negative health effects (the links between air quality and poor health are wide ranging and well known). The scale of emissions and associated health effects from developments would need to be explored in detail in specific localities.</p> <p><u>Mitigation</u></p> <p>The Local Plan could promote the use of public transport and greater self-containment.</p> <p><u>Uncertainties & Assumptions</u></p> <p>The ability of healthcare provision to adapt to increased population demands.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Cumulative effects on existing healthcare provision.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>10. Community Participation. To provide opportunities for communities to participate and contribute to decisions that affect their neighbourhood and quality of life, encouraging pride and social responsibility in the local community.</p>	+	<p><u>Likely Effects</u></p> <p>+ Developments associated with existing settlements is likely to offer opportunities for participation in established community forums, whilst larger developments could hold the potential for the establishment of new forums. More widely, new residents will have the opportunity to participate in decisions through the local plan process, preparation of neighbourhood developments plans (where relevant) and through participation in planning applications that affect them.</p> <p><u>Mitigation</u></p> <p>None.</p> <p><u>Uncertainties & Assumptions</u></p> <p>None.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>None identified.</p> <p><u>Geography, duration and likelihood</u></p> <p>Local and district-wide effects over the plan period and beyond are highly likely.</p>
<p>11. Housing. To provide decent affordable housing for all, of the right quality and tenure</p>	+/-	<p><u>Likely Effects</u></p> <p>+/- The provision of additional development will help to meet demand for housing in the District, by type and tenure, directed to appropriate locations. Over the longer term, aspirations for home ownership can be contributed to. Where development is associated with existing</p>

Option D - Development at BDC settlements plus creation of and improvements to motorway junctions to the north and south of Bromsgrove town		
SA Objective	Score	Commentary
and for local needs, in a clean, safe and pleasant local environment.		<p>settlements, the opportunities to meet localised needs for a diverse range of housing tenures. Housing delivery could be tied into motorway junction enhancement, which is inherently uncertain.</p> <p><u>Mitigation</u></p> <p>None.</p> <p><u>Uncertainties & Assumptions</u></p> <p>Delivery of motorway infrastructure, with inherently long lead-in times and demand for capital investment, during the plan period.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>None identified.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>12. Town Centre Vitality and Community Facilities and Services.</p> <p>To improve the vitality and viability of Town Centres, other centres and communities and the quality of, and equitable access to, local services and facilities regardless of age, gender, ethnicity, disability, socio-economic status or educational attainment.</p>	+/?	<p><u>Likely Effects</u></p> <p>+/? Development, directed to Bromsgrove town and larger settlements in the District, would potentially help to maintain the vitality and viability of these centres. Development at these locations would have positive effects against this objective, though the extent of positive effects is uncertain.</p> <p><u>Mitigation</u></p> <p>None.</p> <p><u>Uncertainties & Assumptions</u></p> <p>None.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>None identified.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>

Option D - Development at BDC settlements plus creation of and improvements to motorway junctions to the north and south of Bromsgrove town		
SA Objective	Score	Commentary
13. Economy. To develop a knowledge driven economy which supports the development of new technologies of high value, accompanied by supporting the infrastructure, whilst ensuring all share the benefits, whether urban and rural.	++/?	<p><u>Likely Effects</u></p> <p>++/? The potential for positive effects is identified as locations near the larger settlements with good transport links would provide a sustainable location for economic development which as part of a mixed use development will help to meet local employment needs. However, there is uncertainty in respect of the extent of mixed use development, its scale, location and relationship to existing or proposed employment areas.</p> <p><u>Mitigation</u></p> <p>None.</p> <p><u>Uncertainties & Assumptions</u></p> <p>The blend and location of development and relationship with existing and proposed employment locations.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>The relationship between housing provision, employment and aspirations to minimise travel.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
14. Education. To raise the skill levels and qualifications of the workforce and the quality of education for all.	++/?	<p><u>Likely Effects</u></p> <p>Access to jobs and training is more likely for development adjacent/accessible to existing urban areas and Bromsgrove town is the largest employer in the District. Larger scale development could create demand for new education facilities to meet additional needs. Smaller developments are more likely to make off-site contributions towards such facilities, so proximity to existing facilities with capacity or potential for expansion becomes more important.</p> <p>++/? The potential for positive effects with some uncertainty is identified reflecting the generation of demand for new education facilities although the extent of this is uncertain.</p> <p><u>Mitigation</u></p> <p>None.</p> <p><u>Uncertainties & Assumptions</u></p> <p>The dynamics of the relationship between residential development and the provision of education resources.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>The relationship between housing provision, education provision and aspirations to provide accessible and sustainable travel.</p> <p><u>Geography, duration and likelihood</u></p>

SA Objective	Option D - Development at BDC settlements plus creation of and improvements to motorway junctions to the north and south of Bromsgrove town	
	Score	Commentary
		District-wide effects are likely over the plan period.
15. Travel. To increase sustainable travel choices and move towards more sustainable travel patterns.	+/-/?	<p><u>Likely Effects</u></p> <p>+/-/? There would be opportunities through new residential development located in sustainable locations accessible by public transport which would have a positive effect on this objective. However, the reality of growth is an increase in car and HGV use which would have negative effects on this objective. There is also uncertainty as there is the potential for development to be located in more isolated parts of the District where there is greater reliance on the car, although the scale of any such isolated development would be likely to be smaller through this option.</p> <p><u>Mitigation</u></p> <p>The Local Plan could promote the use of public transport.</p> <p><u>Uncertainties & Assumptions</u></p> <p>There is uncertainty around the extent to which public transport may be used to access new employment development as this is in part dependent upon behavioural choices.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>The relationship between housing, employment, service and leisure provision and aspirations to provide accessible and sustainable travel.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>

Option E - Development along the edge of the West Midlands conurbation allocation: this distribution scenario focuses all allocations on large-scale sites on the edge of the West Midlands conurbation.

SA Objective	Option E - Development along the edge of the West Midlands conurbation allocation	
	Score	Commentary
1. Water, Soil and Air Quality. To protect and	+/?	<p><u>Likely Effects</u></p>

SA Objective	Option E - Development along the edge of the West Midlands conurbation allocation	
	Score	Commentary
enhance the quality of water, soil and air.		<p>+/? In comparison to more distributed developments, there is the potential for significant positive effects associated with larger developments related to the opportunities for relative self-containment as a result of mixed use development, dedicated service provision and sustainable travel provision.</p> <p>- Urban extensions on the periphery the Birmingham conurbation is likely to impact on soils, given the limited potential for the re-use of previously developed land.</p> <p><u>Mitigation</u></p> <p>The Local Plan could promote air quality neutral development in locations close to or within existing AQMAs.</p> <p>The Local Plan could promote the use of public transport.</p> <p>The Local Plan could promote the use of Soil Management Plans.</p> <p>The Local Plan to identify the need to safeguard aquifer and water quality.</p> <p><u>Uncertainties & Assumptions</u></p> <p>The precise scale of development in respect of the allocation of unmet housing need.</p> <p>Uncertainty around the extent to which public transport may be used to access new development as this is in part dependent upon behavioural choices.</p> <p>Whilst there would be opportunities to promote the use of public transport as part of new development, the reality of growth is an increase in car use, reflecting the complexity of existing commuting patterns.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Likely cumulative effects across the plan area and potentially adjoining authorities resulting from the quantum of additional development.</p> <p><u>Geography, duration and likelihood</u></p> <p>Localised effects over the plan period.</p>
2. Land Use. To ensure efficient use of land through safeguarding of mineral resources, the best and most versatile agricultural land, maximising of previously developed land and reuse of vacant buildings where this is not detrimental to open	-/?	<p><u>Likely Effects</u></p> <p>-/? Larger developments have greatest potential to impact on areas of greenfield land and Best and Most Versatile Agricultural Land, although smaller developments could also impact cumulatively on these resources.</p> <p>-/? There are reserves of silica sand within the District that development under this option could potentially impact upon and a negative effect (with uncertainty) is identified.</p> <p>? The scale of development through this option could provide opportunities to re-use previously developed land and buildings although this is considered unlikely due to the sites falling within greenfield land. The re-use of such land could give rise to positive effects, although the scale of development and such effects is unlikely to be significant, noting however that many of the available brownfield sites in the District have now been redeveloped.</p>

SA Objective	Option E - Development along the edge of the West Midlands conurbation allocation	
	Score	Commentary
space and biodiversity interest.		<p>-/? The potential for minor negative effects, in the absence of mitigation, is identified in relation to potential effects on soils associated with the development of greenfield land. Larger developments have the greatest potential to impact on areas of greenfield land and Best and Most Versatile Agricultural Land, although smaller developments could also impact cumulatively on these resources. There are extensive areas of Grade 3 agricultural land in the District and the potential for a significant negative effect with uncertainty is identified as it is not known if the affected land would fall into Grade 3a or 3b. There are also areas of Grade 2 agricultural land in the District that could be affected.</p> <p><u>Mitigation</u></p> <p>Good design and landscaping for new development could help to mitigate any adverse effects associated with the loss of greenfield land.</p> <p><u>Uncertainties & Assumptions</u></p> <p>The extent of greenfield land which would be developed through this option and therefore the effects on land use. The extent to which brownfield land could be re-developed.</p> <p>It is assumed that as most of the available brownfield sites in the District have been redeveloped, the availability of suitable brownfield sites is limited, and that greenfield land will be required.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Likely cumulative effects across the plan area relating to the reduction in the greenfield land resource..</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are highly likely over the plan period.</p>
<p>3. Waste: To manage waste in accordance with the waste hierarchy:</p> <ul style="list-style-type: none"> Prevention Preparing for reuse Recycling Other recovery Disposal 	+/?	<p><u>Likely Effects</u></p> <p>+/? There will be an increase in waste associated with additional development, although with larger developments there could be opportunities for innovation in waste management such as composting and recycling schemes.</p> <p><u>Mitigation</u></p> <p>Promotion of waste management initiatives.</p> <p><u>Uncertainties & Assumptions</u></p> <p>It is assumed that all waste generated would be managed in accordance with the waste hierarchy.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Likely cumulative effects across the plan area relating to waste management resulting from the quantum of additional development.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are highly likely over the plan period.</p>

SA Objective	Option E - Development along the edge of the West Midlands conurbation allocation	
	Score	Commentary
<p>4. Flood Risk: To ensure inappropriate development does not occur in high risk flood prone areas and does not adversely contribute to all sources of flooding.</p>	<p>+/-</p>	<p><u>Likely Effects</u></p> <p>Due to its location in the headwaters of catchments, the District is not prone to major river flooding. It is however crossed by an extensive network of watercourses which drain the Birmingham Plateau. These watercourses have a rapid response to rainfall during storm events and are prone to overtopping their banks, although in many cases this is due to blockages in the channel or problematic culverts. In addition, due to the rapid runoff experienced in the area, a number of events are attributable to surface or highway runoff or the flooding of the sewer network. Occurrences of sewer flooding (both foul and storm) have occurred in developed areas, including Bromsgrove town, Catshill and Marlbrook. The Bromsgrove District Strategic Flood Risk Assessment Level 1 (June 2021) maps potential groundwater flood risk, predominantly to the east and west of the District. Larger developments are more likely to provide opportunities for flood risk mitigation due to economies of scale and ability to plan strategically across a site.</p> <p>Within Bromsgrove town there are areas at risk of surface water flooding, from very low to high risk. Surface water flooding is also evident on the edges of Bromsgrove town. Flood risk from rivers is also present in Bromsgrove town and on the edges of the town. The areas at risk of flooding are not extensive. It should be possible to incorporate SuDS within developments and avoid areas of high flood risk by applying the sequential test at the site level.</p> <p>+/- A mixed score of minor positive (associated with opportunities to incorporate SuDS in new development) and minor negative (associated with the potential for development to exacerbate the risk of flooding) is identified.</p> <p><u>Mitigation</u></p> <p>New development to incorporate sustainable urban drainage where feasible. Significant green infrastructure development could have a positive effect on this objective by increasing infiltration and storm water retention times by providing space for flood waters to flow through and additional areas for temporary flood water storage.</p> <p><u>Uncertainties & Assumptions</u></p> <p>It is assumed that any new development would not be allocated to areas at greatest risk of flooding and that the sequential test would be used for any sites at risk of flooding.</p> <p>Development would need to manage surface water run-off rates in accordance with relevant guidance.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Potential for development to exacerbate local flood risk.</p> <p><u>Geography, duration and likelihood</u></p> <p>Localised effects over the plan period.</p>
<p>5. Climate Change: To reduce the causes of and adapt to the impacts of climate change.</p>	<p>+/?</p>	<p><u>Likely Effects</u></p> <p>+/? Larger developments are more likely to provide greater opportunities to help adapt to the effects of climate change due to economies of scale and ability to plan strategically across a site, including renewable energy schemes and green infrastructure provision.</p>

SA Objective	Option E - Development along the edge of the West Midlands conurbation allocation	
	Score	Commentary
		<p><u>Mitigation</u></p> <p>The Local Plan could promote the use of public transport.</p> <p><u>Uncertainties & Assumptions</u></p> <p>There is uncertainty around the extent to which public transport may be used to access employment and retail facilities as this is in part dependent upon behavioural choices.</p> <p>Whilst there would be opportunities to promote the use of public transport through this option, there will be an increase in car use, which would have a negative effect on this objective.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Likely cumulative effects across the plan area relating to carbon emissions resulting from the quantum of additional development.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are highly likely over the plan period.</p>
<p>6. Biodiversity. To conserve and enhance biodiversity and geodiversity and promote improvements to the green infrastructure network.</p>	+/-?	<p><u>Likely Effects</u></p> <p>? There are no European designated sites in Bromsgrove District itself although the European designated Lyppard Grange Ponds SAC and Fen Pools SAC are within 15km of the administrative boundary.</p> <p>- The District contains 13 Sites of Special Scientific Interest (SSSIs) (three of which are for geological importance). Chaddersley Wood National Nature Reserve is: an Ancient Woodland; a Local Wildlife Site (LWS); a National Nature Reserve (NNR) and a SSSI. Other nature reserves in close proximity to the District include Upton Warren, which is Worcestershire's premier bird-watching reserve (it attracts birds throughout the year) and Hanbury Woods (both in Wychavon District). Additional development in the District could add further visitor pressure on these sites, consequently minor negative effects are identified.</p> <p>- In addition to the statutorily recognised SSSIs, there are 90 Local Wildlife Sites (five of which are recognised for geological value). Development adjacent to such sites could give rise to minor negative effects.</p> <p>+ Development does also provide the opportunity to secure a net gain in biodiversity so the potential for positive effects is also identified.</p> <p>? There are uncertainties in relation to the scoring for this option associated with potential site-specific effects on biodiversity resources.</p> <p><u>Mitigation</u></p> <p>Opportunities to locate development away from important biodiversity sites should be taken. Implementation of national and local requirements for Biodiversity Net Gain.</p> <p><u>Uncertainties & Assumptions</u></p> <p>None.</p> <p><u>Cumulative, synergistic and secondary effects</u></p>

SA Objective	Option E - Development along the edge of the West Midlands conurbation allocation	
	Score	Commentary
		<p>No likely cumulative effects identified at this stage.</p> <p><u>Geography, duration and likelihood</u></p> <p>Localised effects over the plan period.</p>
<p>7. Landscape: To conserve and enhance landscape character and townscape.</p>	-/?	<p><u>Likely Effects</u></p> <p>-/? Whilst there are no nationally recognised landscapes within the District, there are locally distinctive landscapes which could be eroded by development. Equally, many settlements have a distinctive character which could be vulnerable to erosion, particularly by large developments. Consequently, there is potential for negative effects in relation to landscape and townscape associated with additional development.</p> <p><u>Mitigation</u></p> <p>Good design and landscaping for individual developments could help to mitigate adverse landscape effects.</p> <p><u>Uncertainties & Assumptions</u></p> <p>None identified.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Locally valued landscapes and townscapes could be eroded by additional, particularly large-scale, development.</p> <p><u>Geography, duration and likelihood</u></p> <p>Localised effects over the plan period.</p>
<p>8. Cultural Heritage: To conserve and enhance the historic environment, cultural heritage, character and setting.</p>	?	<p><u>Likely Effects</u></p> <p>? The District has 469 Listed Buildings, 839 known sites of Archaeology Interest (13 of which are Scheduled Monuments), 12 Conservation Areas designated as being areas of special architectural or historic interest and two registered historic parks and gardens (Hagley Park and Hewell Grange).</p> <p>Given the above factors an uncertain score is identified in relation to potential effects on built heritage as the precise location of new development would determine the effects on heritage. As part of siting there would be opportunities to avoid development in areas which may have negative effects on heritage, and there may be limited opportunities to enhance heritage.</p> <p><u>Mitigation</u></p> <p>Good design could help to mitigate any adverse effects on cultural heritage. The Local Plan could promote the sensitive re-use of listed buildings.</p> <p><u>Uncertainties & Assumptions</u></p> <p>None.</p>

SA Objective	Option E - Development along the edge of the West Midlands conurbation allocation	
	Score	Commentary
		<p><u>Cumulative, synergistic and secondary effects</u></p> <p>Cultural heritage could be affected by additional, particularly large-scale, development.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects are likely over the plan period.</p>
<p>9. Health and well-being. To improve the health and well-being of the population and reduce inequalities in health.</p>	+/-?	<p><u>Likely Effects</u></p> <p>+ Larger developments provide the critical mass to support new health facilities, but the location and scale of provision is partly dependent on the delivery model preferred by health providers. Smaller scale development provides the opportunity to support existing facilities.</p> <p>-/? Healthcare provision could be uncertain where new development is unable to make new provision.</p> <p>-/? The reality of economic growth is an increase in car and HGV use and associated emissions which would have negative health effects (the links between air quality and poor health are wide ranging and well known). The scale of emissions and associated health effects from developments would need to be explored in detail in specific localities.</p> <p><u>Mitigation</u></p> <p>The Local Plan could promote the use of public transport and greater self-containment.</p> <p><u>Uncertainties & Assumptions</u></p> <p>The ability of healthcare provision to adapt to increased population demands.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>Cumulative effects on existing healthcare provision.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide effects over the plan period and beyond are highly likely.</p>
<p>10. Community Participation. To provide opportunities for communities to participate and contribute to decisions that affect their neighbourhood and quality of life, encouraging pride and social responsibility in the local community.</p>	-	<p><u>Likely Effects</u></p> <p>- New developments without an established connection to existing forums are likely to have few opportunities for participation by new residents. However, more widely, new residents will have the opportunity to participate in decisions through the local plan process, preparation of neighbourhood developments plans (where relevant) and through participation in planning applications that affect them.</p> <p><u>Mitigation</u></p> <p>None.</p> <p><u>Uncertainties & Assumptions</u></p> <p>None.</p>

SA Objective	Option E - Development along the edge of the West Midlands conurbation allocation	
	Score	Commentary
		<p><u>Cumulative, synergistic and secondary effects</u></p> <p>None identified.</p> <p><u>Geography, duration and likelihood</u></p> <p>Localised effects over the plan period.</p>
<p>11. Housing. To provide decent affordable housing for all, of the right quality and tenure and for local needs, in a clean, safe and pleasant local environment.</p>	-/?	<p><u>Likely Effects</u></p> <p>-/? Directing all development to a location peripheral to the District, is unlikely to be of benefit to the wider District in respect of the provision of diverse housing by type and tenure, at the expense of a more diverse development strategy which is likely to benefit the District as a whole.</p> <p><u>Mitigation</u></p> <p>None.</p> <p><u>Uncertainties & Assumptions</u></p> <p>Effects of concentrated peripheral development extending to the wider District are uncertain.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>None identified.</p> <p><u>Geography, duration and likelihood</u></p> <p>Local and district-wide effects over the plan period and beyond are highly likely.</p>
<p>12. Town Centre Vitality and Community Facilities and Services. To improve the vitality and viability of Town Centres, other centres and communities and the quality of, and equitable access to, local services and facilities regardless of age, gender, ethnicity, disability, socio-economic status or educational attainment.</p>	-	<p><u>Likely Effects</u></p> <p>- Directing all development to a location peripheral to the District is unlikely to contribute to the vitality and viability of selected existing centres, notably Bromsgrove.</p> <p><u>Mitigation</u></p> <p>None.</p> <p><u>Uncertainties & Assumptions</u></p> <p>None.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>None identified.</p>

SA Objective	Option E - Development along the edge of the West Midlands conurbation allocation	
	Score	Commentary
		<p><u>Geography, duration and likelihood</u></p> <p>Local and district-wider effects over the plan period and beyond are highly likely.</p>
<p>13. Economy. To develop a knowledge driven economy which supports the development of new technologies of high value, accompanied by supporting the infrastructure, whilst ensuring all share the benefits, whether urban and rural.</p>	-/?	<p><u>Likely Effects</u></p> <p>-/? Directing all development to a location peripheral to the District is likely to create uncertainty in employment provided through mixed use development. There is also uncertainty in respect of the relationship to existing or proposed employment areas.</p> <p><u>Mitigation</u></p> <p>None.</p> <p><u>Uncertainties & Assumptions</u></p> <p>The blend and location of development and relationship with existing and proposed employment locations.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>The relationship between housing provision, employment and aspirations to minimise travel.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide, through the plan period and beyond.</p>
<p>14. Education. To raise the skill levels and qualifications of the workforce and the quality of education for all.</p>	+/?	<p><u>Likely Effects</u></p> <p>+/? Access to jobs and training is more likely for development adjacent/accessible to existing urban areas. Larger scale development could create demand for new education facilities to meet additional needs. However, the concentration of development in one area, peripheral to the District as a whole, leads to uncertainty over provision and its benefit to the wider District.</p> <p><u>Mitigation</u></p> <p>None.</p> <p><u>Uncertainties & Assumptions</u></p> <p>The dynamics of the relationship between residential development and the provision of education resources.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>The relationship between housing provision, education provision and aspirations to provide accessible and sustainable travel.</p> <p><u>Geography, duration and likelihood</u></p>

SA Objective	Option E - Development along the edge of the West Midlands conurbation allocation	
	Score	Commentary
		District-wide, through the plan period and beyond.
15. Travel. To increase sustainable travel choices and move towards more sustainable travel patterns.	+/-?	<p><u>Likely Effects</u></p> <p>+/-? There would be opportunities through new residential development located in sustainable locations accessible by public transport which would have a positive effect on this objective. However, the concentration of development in one broad location reduces opportunities for the implementation of sustainable transport schemes elsewhere in the District.</p> <p><u>Mitigation</u></p> <p>The Local Plan could promote the use of public transport.</p> <p><u>Uncertainties & Assumptions</u></p> <p>There is uncertainty around how behavioural choice can be influenced.</p> <p><u>Cumulative, synergistic and secondary effects</u></p> <p>The relationship between housing, employment, service and leisure provision and aspirations to provide accessible and sustainable travel.</p> <p><u>Geography, duration and likelihood</u></p> <p>District-wide, through the plan period and beyond.</p>

APPENDIX B: Baseline Analysis

1. INTRODUCTION

An essential part of the SA process is the identification of the current baseline conditions and their likely evolution. It is only with a knowledge of existing conditions, and a consideration of their likely evolution, that the likely effects of the District Plan be identified and appraised and its subsequent success or otherwise be monitored. The SEA Directive also requires that the evolution of the baseline conditions of the Plan area (that would take place without the plan or programme) is identified, described and taken into account. This is also useful in determining the key issues for each topic that should be taken forward in the SA, through the SA Objectives and guide questions.

This section identifies and characterises current socio-economic and environmental baseline conditions for Bromsgrove, along with how these are likely to change in the future. The analysis is presented for the following topic areas:

- Soils and Land Use, Water Resources and Water Quality;
- Air Quality, Waste, Pollution and Energy, Flood Risk and Climate Change;
- Biodiversity, Geodiversity and Green Infrastructure;
- Landscape, Townscape and the Historic Environment;
- Healthy and Inclusive Communities;
- Housing;
- Economic Activity and Education; and
- Transport and Accessibility.

Additionally, this section also presents a high level overview of Bromsgrove District. To inform the analysis, data has been drawn from a variety of sources, including: the Office of National Statistics; Nomis; the evidence base for the adopted Bromsgrove District Plan, any emerging evidence base work for the new District Plan, Environment Agency; Historic England; Department for Environment, Food and Rural Affairs (Defra) and the Department for Business, Energy and Industrial Strategy (BEIS).

The key sustainability issues arising from the review of baseline conditions are summarised at the end of each topic.

2. BROMSGROVE DISTRICT: AN OVERVIEW

Bromsgrove District is situated in north Worcestershire and covers approximately 21,714 hectares. Although the town is located only 22km (14 miles) from the centre of Birmingham, the District is predominantly rural with approximately 90% of the land designated as Green Belt.

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

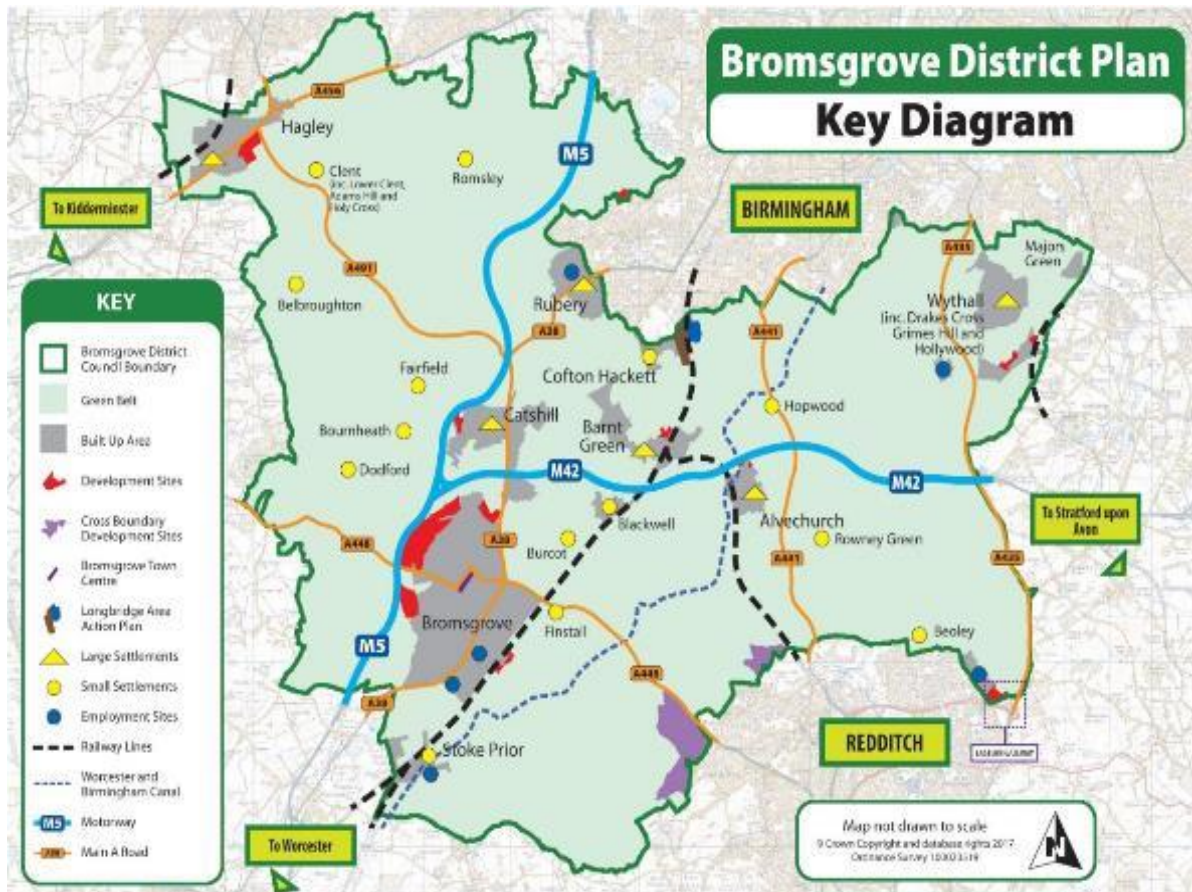
The area is well served by motorways, with the M5 running north/south (J4, J4a and J5) and the M42 east/west (J1, J2 and J3). The M5 and M42 connect with the M6 to the north of Birmingham and M40 to

the east. The District has key train and bus connections into Birmingham City Centre and the wider region.

The accessibility and attractiveness of the District means that demand for property has historically had significant implications on property prices. The affordability issue is exacerbated in the smaller rural settlements where property prices are generally even higher.

The District boundary, settlement pattern and transport connections are shown on **Figure 2-1** below.

Figure 2-1 – Bromsgrove District Plan



Source: Bromsgrove District Plan (Adopted January 2017)

Away from Bromsgrove town and associated development, Bromsgrove District is predominantly rural and is characterised by a settlement pattern of farmsteads and wayside dwellings with the occasional village. There are over 469 Listed Buildings and 839 known sites of Archaeology Interest, 13 of which are Scheduled Ancient Monuments. The Listed Buildings range from the Grade I listed Hagley Hall and St John's Church in Bromsgrove, through a variety of rural buildings including two windmills, to a 1950s house in Hopwood. There are also 12 Conservation Areas that are designated as being of special architectural or historic interest and 2 Registered Historic Parks and Gardens. The Conservation Areas vary greatly in their character.

The District has a high dependence on car with the number of people travelling to work by car above the national average. The District's motorway and 'A' road network together with the poor access to public transport in the rural parts of the District contribute to this high dependency on car use. Due to

the District's close proximity to the West Midlands conurbation, many inhabitants in Bromsgrove commute to work in Birmingham, the Black Country and Solihull.

Although the District benefits from excellent strategic road connections, it experiences localised environmental problems and associated congestion caused by high traffic volumes. The District has four Air Quality Management Areas, and problems with traffic flows on the motorway(s) in the vicinity of Bromsgrove tends to result in diversions through Bromsgrove town, causing localised congestion and air quality issues at certain times. These main traffic routes also pose problems with noise pollution for local residents.

3. SOILS AND LANE USE, WATER RESOURCES AND WATER QUALITY

Soils and Land Use

Government policy set out in the National Planning Policy Framework (NPPF) encourages the effective use of land by re-using land that has been previously developed. The latest Authority's Monitoring Report⁶ highlights that the number of dwellings developed on previously developed land (brownfield land) per annum steadily decreased over the previous five-year monitoring period (see **Table 3-1** below). Whilst there has been (sometimes considerable) year-to-year fluctuation in the balance between brownfield and greenfield development, the 13-year average is 54% greenfield, 46% brownfield) which could serve as a pragmatic target for future years.

Table 3-1 – Development on Greenfield and Brownfield Land (%)

Year	2009 -10	2010 -11	2011 -12	2012 -13	2013 -14	2014 -15	2015 -16	2016 -17	2017 -18	2018 -19	2019 -20	2020 -21	2021 -22
Develop- ment on Greenfield (%)	26.8 3	28.2 6	62.4 5	52.3 8	60.3 2	68.6 4	68.7 7	70.7 3	84.7 6	73.4 9	41.6 1	38.5 5	26.1 6
Develop- ment on Brownfield (%)	73.1 7	71.7 4	37.5 5	47.6 2	39.6 8	31.3 6	31.2 3	29.2 7	15.2 4	26.5 1	58.3 9	61.4 5	73.8 4

Source: Bromsgrove Monitoring Report (2022) and BDC updates at: <https://www.bromsgrove.gov.uk/media/7772545/BDC-AMR-21-22.pdf>

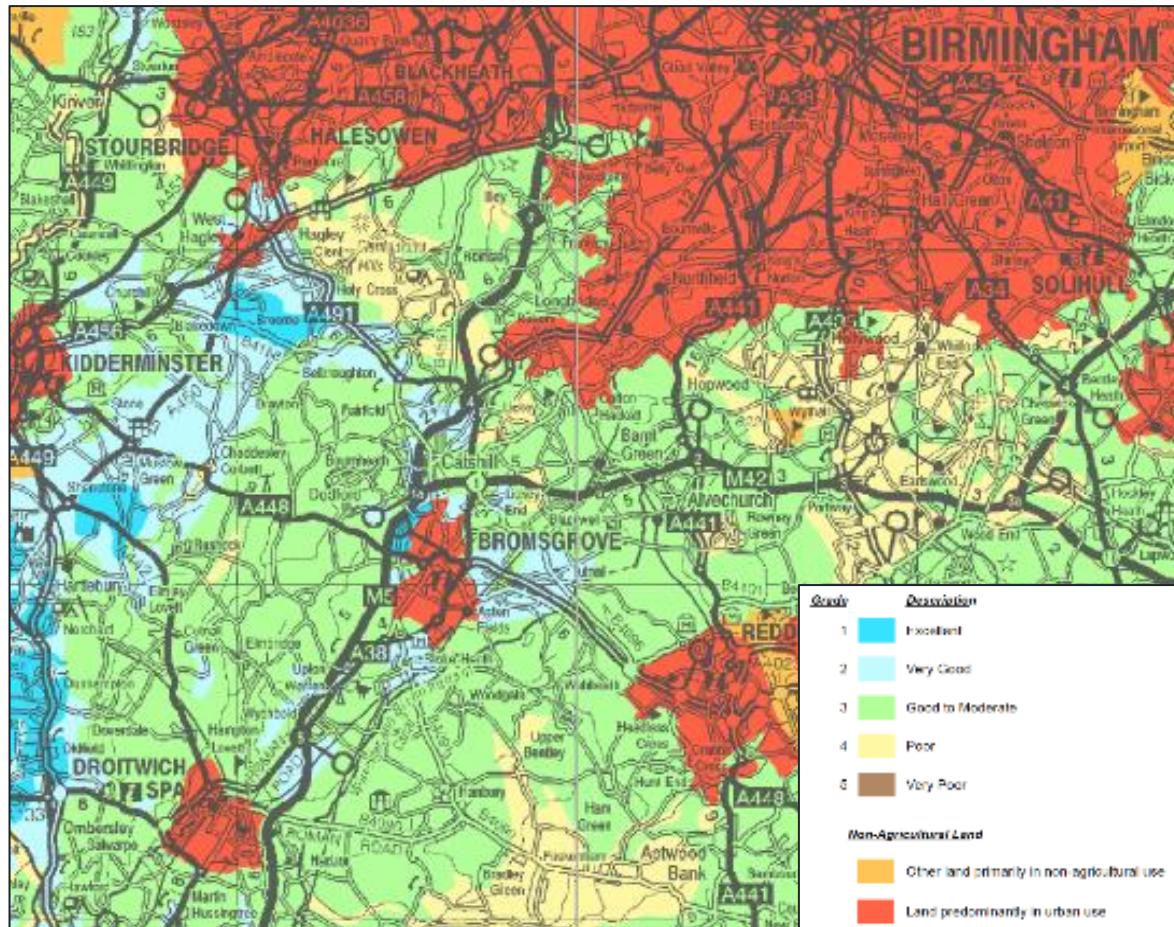
Contaminated land can be classed in many ways and at different levels dependent upon the types and intensity of the contaminant and also the intended use of the land. Although Bromsgrove does not contain large areas of contaminated land there are pockets of contaminated land related to

⁶ Bromsgrove District Council (2022) Authority Monitoring Report. Available via: <https://www.bromsgrove.gov.uk/council/policy-and-strategy/planning-policies-and-other-planning-information/local-development-plan/monitoring-documents.aspx>

previous industrial uses in the urban areas. However, there are no entries on the public register of contaminated land⁷ within Bromsgrove.

The District is pre-dominantly rural. The quality of the land in the rural areas is of particular importance, not only to the biodiversity of the District but also the rural economy. Agriculture is a major land use that relies on the quality of agricultural land. The District contains large areas of the best and most versatile land (Agricultural Land Classification (ALC) Grades 1 to 3a). However, there are also a number of areas classified as poor (ALC Grade 4) as shown on **Figure 3-2** below.

Figure 3-2 - Agricultural Land Classification in Bromsgrove and Surrounding Area



Water Resources

Severn Trent Water provides public water supply to Bromsgrove District (with the exception of a very small section of the northwest of the District which is provided by South Staffordshire Water). Water supply is mainly from borehole sources associated with the underlying Triassic Sherwood Sandstone Aquifer. Bromsgrove also lies within the Strategic Grid water resource zone which

⁷ Worcestershire County Council maintained Public Register of Contaminated Land <https://www.worcsregservices.gov.uk/all-services/pollution/technical-pollution-public-register/public-register-of-contaminated-land-and-its-current-status/>

increases the security of supply to the District. Water in the Strategic Grid water resource zone is supplied from a combination of groundwaters and surface waters (including rivers and reservoirs).

The Worcestershire Middle Severn Abstraction Licensing Strategy (2022)⁸, which includes the north and west of the District, identifies that surface water is available for licensing in the catchment area (but there is restricted water available for abstraction in the District itself to it not being available in certain situations). Groundwater is not available in those parts of the District within this catchment, whilst it was previously available in the 2013 Middle Severn Abstraction Licensing Strategy.

The Warwickshire Avon Abstraction Licensing Strategy (2023)⁹, which covers the east of the District, identifies that there is surface water available, though part of the catchment is identified as water not being available. Groundwater is not available for licensing in the part of the catchment covering the District.

The growth in local population is expected to increase demand on water resources, which has the potential to affect water resource availability. The Draft Severn Trent Water, Water Resources Management Plan (WRMP) (2024)¹⁰ confirms that the catchment is now a water stressed areas and outlines a range of investment and water infrastructure expansion that is needed to address the combined stresses of population growth, economic growth, and effects of climate change that are currently affecting water supply.

Water Quality

There are three major watercourses within Bromsgrove District. These are the River Salwarpe and its tributaries (Battlefield Brook, Spadesbourne Brook and Sugar Brook), Hoo Brook and Gallows Brook. The upper reaches of the rivers Arrow and Stour also have their source in Bromsgrove District. There are also a number of smaller water courses including tributaries of the River Cole, Blacksoils Brook and Hen Brook. The Worcester and Birmingham Canal also traverses the District from the north east to the south west.

The District falls within three catchments: the Severn Middle Worcestershire in the north and west which covers the majority of the District; the Tame, Anker and Mease in the far north east, and the Avon Warwickshire in the east. These catchments are covered by the Severn River Basin District-River Basin Management Plan (RBMP) (2015). The Severn River Basin District RBMP (2015)¹¹ reports that in 2015, 20% of surface water bodies in the river basin district had 'Good' or 'Better' ecological status/potential whilst 95% of water bodies had good chemical status. As at 2015, 64% of groundwaters were at a 'Good' chemical status. The RBMP notes that the measures implemented since the 2009 report have resulted in improvements to the quality of the water environment.

⁸ Environment Agency (2022) *Worcestershire Middle Severn Abstraction Licensing Strategy – A licensing strategy to manage water resources sustainably*. Available from: <https://assets.publishing.service.gov.uk/media/62c672b1e90e077484133fe6/Worcestershire-Middle-Severn-abstraction-licensing-strategy.pdf>. Available from:

<https://assets.publishing.service.gov.uk/media/642e90bc7de82b0012313726/Warwickshire-Avon-ALS.pdf>

⁹ Environment Agency (2023) *Warwickshire Avon Abstraction Licensing Strategy- A licensing strategy to manage water resources sustainably*

¹⁰ Available from <https://www.severntrent.com/about-us/our-plans/water-resources-management-plan/>

¹¹ Environment Agency and Natural Resources Wales (2015) *Severn River Basin District River Basin Management Plan*.

However, the RBMP identifies the following issues as affecting water quality in the river basin district:

- Physical modifications - affecting 27% of water bodies in this river basin district;
- Pollution from waste water – affecting 29% of water bodies in this river basin district;
- Pollution from towns, cities and transport - affecting 12% of water bodies in this river basin district;
- Changes to the natural flow and level of water - affecting 7% of water bodies in this river basin district;
- Negative effects of invasive non-native species - affecting <1% of water bodies in this river basin district;
- Pollution from rural areas - affecting 40% of water bodies in this river basin district; and
- Pollution from abandoned mines - affecting 2% of water bodies in this river basin district.

The Environment Agency provided an update to the Severn River Basin District RBMP in 2022, which identifies the status and potential objectives for water bodies as shown in **Table 3-2**.

Table 3-2 - Severn River Basin District RBMP Status and Objectives for Water Bodies, Surface Water and Ground Water (2022)¹²

Status	Bad	Poor	Moderate	Good	High	Total
Ecological Status or Potential Objectives for Surface Water Bodies						
By 2015	0	4	54	49	0	107
By 2021	0	0	3	17	0	20
By 2027	0	0	16	328	0	344
By 2033	0	0	0	4	0	4
Total	0	4	73	398	0	475
Chemical Status Objectives for Surface Water Bodies						
By 2063				475		475
Total				475		475
Quantitative Status Objectives for Groundwater						
By 2015		6		22		28
By 2021		0		2		2
By 2027		0		3		3

¹² Environment Agency (2022) Severn River Basin District River Basin Management Plan 2022 Update. Available from: <https://environment.data.gov.uk/catchment-planning/v/c3-plan/RiverBasinDistrict/9/objectives>

Status	Bad	Poor	Moderate	Good	High	Total
Total		6		27		33
Chemical Status Objectives for Groundwater						
By 2015		1		17		18
By 2021		0		3		3
By 2027		0		9		9
By 2050		0		3		3
Total		1		32		33

The Environment Agency has completed an exercise to refresh the data related to smaller operational catchments¹³. The majority of the District falls within the Salwarpe River Operational Catchment (to the west) and Avon: Urban Rivers and Lakes and Avon: Midlands West (both to the east). In the Salwarpe Catchment, ecological status was 'moderate' in 3 out of 7 waterbodies with 4 achieving 'poor' status. Chemical status was 'good' in all 7 of the waterbodies. In the Avon: Urban Rivers and Lakes Catchment, ecological status was 'moderate' in 14 out of 21 waterbodies with 7 achieving poor status. Chemical status was classified as 'good' in 20 out of 21 waterbodies. For Avon: Midlands West, ecological status was 'moderate' or 'Good' in 15 out of 22 waterbodies with 7 achieving poor status. Chemical status was classified as 'good' in all 22 waterbodies.

The main sectors affecting the status of waterbodies in the operation catchments have been cited as agriculture and land management (due to changes in natural flows/levels of water and pollution from rural areas), industry, urban development and transport, and water industry operations (principally pollution from wastewater).

Water supply in the District is mainly from borehole sources. These wells abstract water from Triassic Sherwood Sandstones which are classed as principal aquifers of generally high vulnerability to surface contamination. This vulnerability classification is based upon the presence and nature of overlying soil; the presence and nature of drift (deposits at the surface); the nature of the geological strata (solid rock) and the depth of the unsaturated zone (i.e. depth to the water table).

The areas underlain by the Permo-Triassic Sandstone also fall within Source Protection Zones (SPZ). SPZs have been modelled to protect specific sensitive locations such as springs, wells and boreholes used for public water suppl. The abstraction of groundwater from a borehole modifies the natural groundwater flow in the aquifer. Generally, the closer a polluting activity or release is to a groundwater source the greater the risk of pollution. All groundwater abstraction sources may be liable to contamination and need to be protected. As the more densely occupied/developed areas such as Bromsgrove town, Catshill and Hagley are highly sensitive in terms of protection of

¹³ See <http://environment.data.gov.uk/catchment-planning>

groundwater, it is essential that all appropriate measures are taken to ensure that the underlying aquifers are protected.

With respect to groundwater vulnerability, the Environment Agency has published guidance¹⁴ on groundwater protection. This includes a number of overarching groundwater protection principles that will apply to the activities described in later position statements. These principles include:

- Risk based approach to regulate activities which may impact on ground water resources;
- Precautionary principle - that development must be appropriate to the sensitivity of the site;
- Risk based approach – consider groundwater protection hierarchy in strategic plans when proposing new development or activities;
- Responsibility for assessments - that developers and operators to assess the area of influence of their activities;
- Supply of adequate information;
- Compliance with guidance;
- Enforcement;
- Building and decommissioning of structures; and
- Restoration of groundwater.

Likely Evolution of the Baseline without the District Plan

Without an up-to-date District Plan, national planning policy set out in the NPPF would apply and may help to ensure that new development is focused on brownfield land. Without clear up-to-date local planning policy relating to the location of future development and the provision of sites to meet local needs, the Council would have less control over where development takes place. This could increase the likelihood of development on greenfield sites and which may, in-turn, result in the loss of the District's Best and Most Versatile agricultural land.

The projected increase in the District's population will result in increased pressure on water resources which could affect water availability and quality. Measures contained in Severn Trent Water's Water Resources Management Plan would be expected to help ensure that future demands in this regard are met although opportunities may be lost to enhance the water efficiency of new development without an up-to-date local policy-based approach.

Key Sustainability Issues

- The need to identify additional previously developed land that could be redeveloped and to encourage development on previously developed (brownfield) land;
- The need to protect the best and most versatile agricultural land in the District;
- The need to protect and enhance the quality of the District's water sources;
- The need to promote the efficient use of water resources; and
- The need to ensure the timely provision of new water services infrastructure to meet demand arising from new development.

¹⁴ 'Approach to Groundwater Protection' Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/692989/Environment-Agency-approach-to-groundwater-protection.pdf

4. AIR QUALITY, WASTE, POLLUTION AND ENERGY, FLOOD RISK AND CLIMATE CHANGE

Air Quality

Legislative frameworks and guidance in relation to air quality have been established at both the European and UK level. Policies aim to reduce exposure to specific pollutants by reducing emissions and setting targets for air quality. Policies are driven by the aims of the EU Air Quality Directive (2008/50/EC)¹⁵. The key objective is to help minimise the negative impacts on human health and the environment. The Directive sets guidance for member states for the effective implementation of air quality targets.

The UK's National Air Quality Strategy (2023)¹⁶ sets health-based standards for eight key pollutants and objectives for achieving them. This is to ensure a level of ambient air quality in public places that is safe for human health and quality of life. It also recognises that specific action at the local level may be needed depending on the scale and nature of the air quality problem.

Local authorities have a duty to undertake a full review and assessment of air quality in accordance with the National Air Quality Strategy. Where there is a likelihood of a national air quality objective being exceeded, the council must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place in pursuit of the objectives.

In 2017, Defra published an Air Quality Plan¹⁷ for Nitrogen Dioxide (NO₂). This plan sets out how the Government will improve air quality in the UK by reducing nitrogen dioxide emissions in towns and cities. The air quality plans set out targeted local, regional and national measures across 37 zone plans (areas which have identified air quality issues with nitrogen dioxide), a UK overview document and a national list of measures. Measures relate to freight, rail, sustainable travel, low emission vehicles and cleaner transport fuels, among others.

Many of the perceived big polluters of previous decades have all but disappeared from the District including typically heavy engineering and manufacturing industries such as the Garringtons/UEF forging works. When considered alongside the massive rise in the use of motor vehicles, newer forms of pollution have become more prevalent. Bromsgrove has not escaped this shift in pollution, with 2 motorways and a number of high capacity trunk roads crossing the District.

An Air Quality Management Area (AQMA) was declared in 2001 for Lickey End, due to road traffic emissions (Nitrogen Dioxide [NO₂]) from the M42. Following declaration of the AQMA, the Council in partnership with Worcestershire County Council (WCC) as the Local Transport Authority and the Highways Agency (HA) as the body responsible for the motorways network, were required to develop an Action Plan. The purpose of the Plan was to deliver viable measures that will work towards achieving the air quality objectives within the AQMA, and to encourage active participation

¹⁵European Commission (2008) Directive 2008/50/EC on ambient air quality and cleaner air for Europe. Available at: <http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:32008L0050>

¹⁶ Department for Environment, Food and Rural Affairs (2023) The air quality strategy for England. Available from: <https://www.gov.uk/government/publications/the-air-quality-strategy-for-england>

¹⁷ Defra (2017) Air Quality Plan for Nitrogen Dioxide (NO₂) in UK. Available at: <https://www.gov.uk/government/publications/air-quality-plan-for-nitrogen-dioxide-no2-in-uk-2017>

in its achievement through consulting the local community and raising awareness of air pollution issues.

In February 2010 and June 2011, arising from the findings of the local air quality detailed assessment work, three further Air Quality Management Areas (AQMA) were declared for Redditch Road Stoke Heath, part of Kidderminster Road Hagley and Worcester Road Bromsgrove, due to road traffic emissions (Nitrogen Dioxide [NO₂]). There is therefore a total of four AQMA's operating within the District, with no new ones having needed to be created since 2011¹⁸.

In order to meet government targets and to maintain the high standards of the air quality programme, a 4 year partnership arrangement was entered into with consultants. Some 30+ NO₂ diffusion tubes, including those required for the national survey, were located at various sites throughout the District.

The 2021 Annual Air Quality Annual Status Report¹⁹ (ASR) was produced by Worcestershire Regulatory Services and Bromsgrove District Council. This provides a summary of the status of each of three AQMAs in 2021:

- Lickey End – Concentrations of NO₂ suggest that monitoring and review should continue and therefore that the Lickey End AQMA should remain in place at this time;
- Redditch Road, Bromsgrove - Concentrations of NO₂ suggest that monitoring and review should continue and therefore that the Lickey End AQMA should remain in place at this time;
- Worcester Road, Bromsgrove – Concentrations of NO₂ suggest that monitoring and review should continue and therefore that the Lickey End AQMA should remain in place at this time;

For other areas in the District where monitoring is undertaken, there were no exceedances of the annual mean objective for NO₂, or any concentrations within 5% of that objective. **Figure 4-1** below shows the boundaries of each of the three designated AQMAs in the District.

¹⁸ Department for Environment, Food & Rural Affairs (ongoing) Local Authority Details – Bromsgrove District Council: AQMAs Declared by Bromsgrove District Council. Available from: https://uk-air.defra.gov.uk/aqma/local-authorities?la_id=38

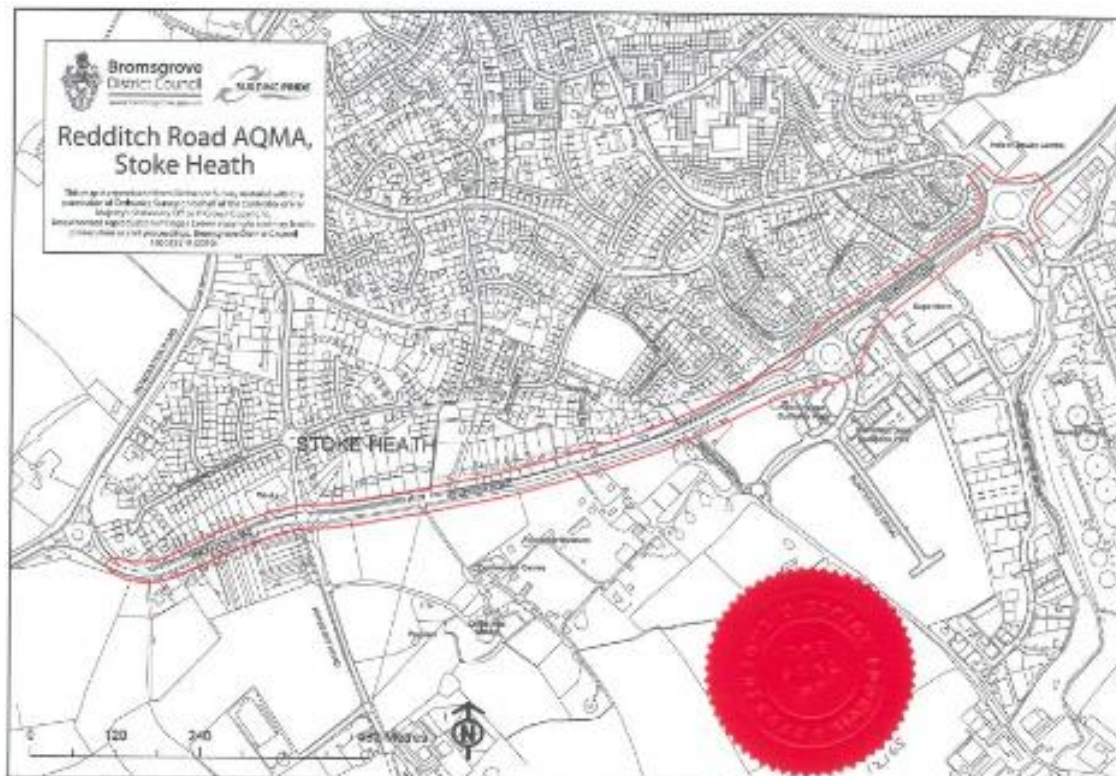
¹⁹ Worcestershire Regulatory Services and Bromsgrove District Council 2021 Air Quality Annual Status Report Available at <https://www.worcsregservices.gov.uk/media/yjwlp4s/bromsgrove-district-council-asr-2021.pdf>

Figure 4-1 - Air Quality Monitoring Areas in Bromsgrove District

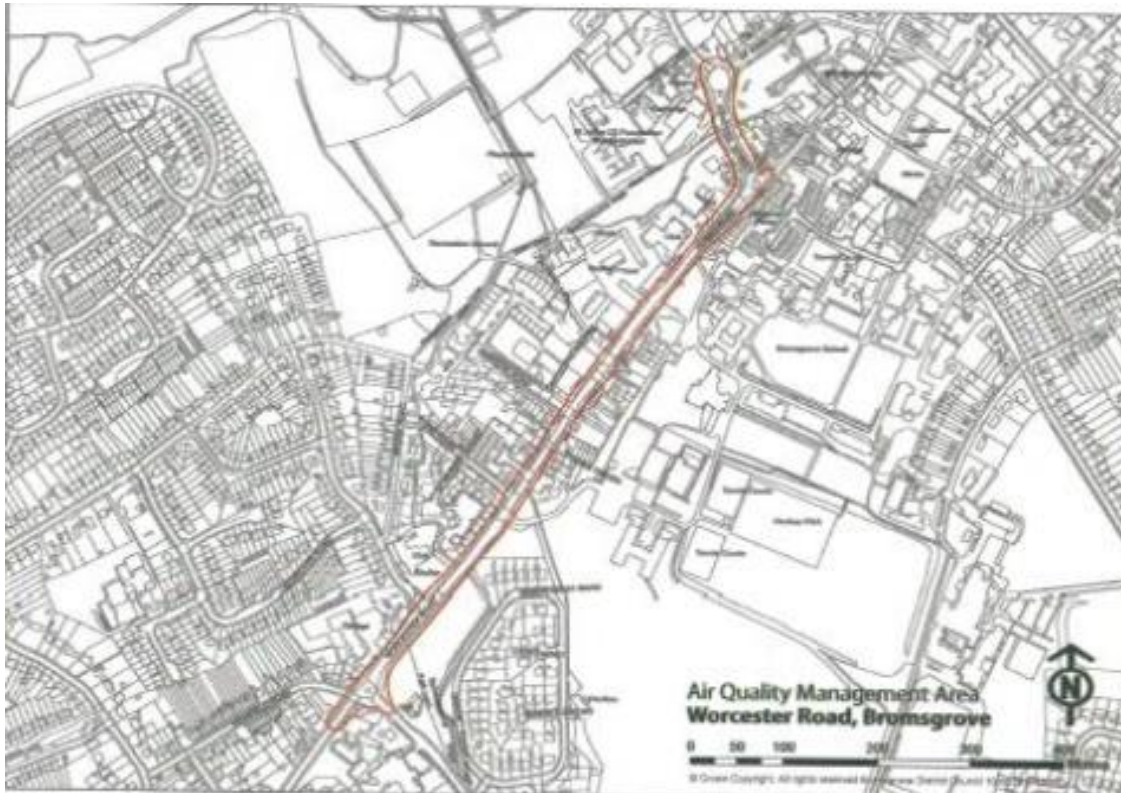
Lickey End AQMA



Redditch Road, AQMA, Stoke Heath



Worcestershire Road AQMA, Bromsgrove



Waste, Pollution and Energy

Waste

Table 4-1 details the waste produced per household over the last decade. Illustrating a progressive increase as well as being greater than the West Midlands average, with largely static recycling/composting rates which are again lower than the West Midlands average and declining.

The vast majority of residual waste is sent to EnviRecover (200,000 tonnes per year) 'Energy from Waste' facility in Hartlebury. This has greatly reduced reliance on landfill for the District, which deals with waste disposal in a more sustainable manner and feeds in excess of 16MW of energy into the National Grid.

Table 4-1 - Waste Collection in Bromsgrove District (kg per household) and Proportion Recycled/Composted

	Bromsgrove (kg per household)	Mean for All local authority districts in West Midlands (kg per household)	Bromsgrove (% Recycled/ Composted)	Mean for All local authority districts in West Midlands (% Recycled/Composted)
2011/12	385.28	380.86	No data	No data

	Bromsgrove (kg per household)	Mean for All local authority districts in West Midlands (kg per household)	Bromsgrove (% Recycled/Composted)	Mean for All local authority districts in West Midlands (% Recycled/Composted)
2012/13	389.03	378.66	No data	No data
2013/14	394.69	384.69	No data	No data
2014/15	395.84	384.28	No data	No data
2015/16	398.98	385.1	44.30	46.51
2016/17	404.05	387.6	44.70	46.62
2017/18	405.69	391.04	43.90	44.91
2018/19	399.01	379.72	42.10	44.62
2019/20	398.43	373.07	41.00	44.57
2020/21	404.81	375.67	41.60	44.01

Source: LG Inform²⁰

Data for 2021 to 2023 regarding waste is provided in **Table 4-2** though does take a slightly different format to how data is quantified when compared to **Table 4-1**.

²⁰ LG Inform https://lginform.local.gov.uk/reports/lgastandard?mod-metric=4642&mod-period=10&mod-area=E07000234&mod-group=AllDistrictInRegion_WestMidlands&mod-type=namedComparisonGroup

Household waste collected per head of population (annual) in Bromsgrove | LG Inform (local.gov.uk)

Percentage of household waste sent for reuse, recycling and composting (annual) in Bromsgrove | LG Inform (local.gov.uk)

Table 4-2 - Waste Collection and Recycling in Bromsgrove 2021 to 2023

	Bromsgrove (kg per household)	Mean for All local authority districts in West Midlands (kg per household)	Bromsgrove - Household waste sent for recycling/composting/reuse (tonnes)	Mean for all local authority districts in West Midlands Household waste sent for recycling/composting/reuse (tonnes)
2021/22	422.9	406.17	17,108	18,550
2022/23	411.63	385.35	15,029	16,777

Pollution

Noise pollution associated with motorways is an issue for the District, especially given that there is a significant amount of residential areas surrounding the motorways. Noise from major A roads is also an issue for the adjacent settlements. Road based noise can be improved using better road treatments, barriers and also by slowing traffic. The responsibility for trunk road noise control measures rests with the Highways Agency.

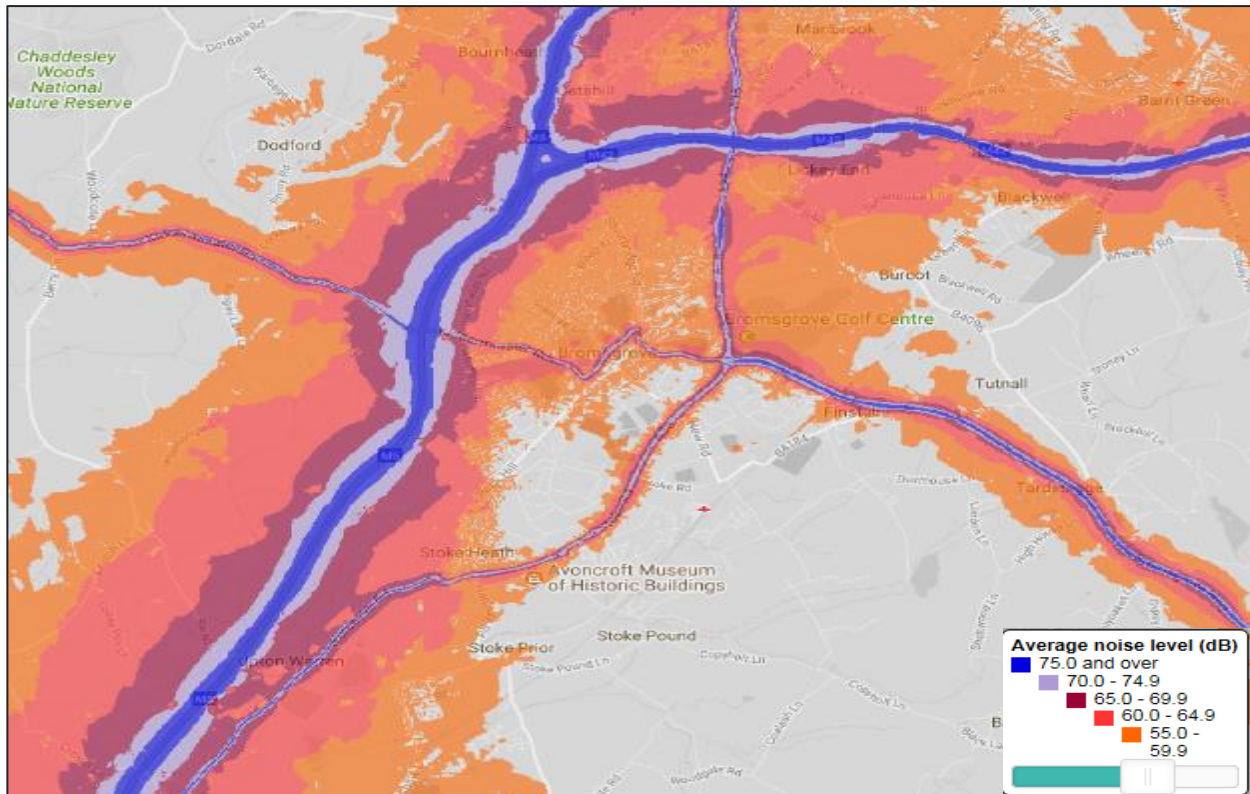
The Environmental Protection Act 1990²¹ (principal legislation), provides statutory noise nuisance controls, in particular, the power to serve notices for the prevention of an occurrence / recurrence, and prohibition of statutory nuisances. In respect of noise problems in domestic premises new construction materials can play an important role in reducing conflicts over noise.

Road traffic noise²² continues to be a problem in the District and this is particularly concentrated around the motorways. As shown on **Figure 7-2** below Bromsgrove Town Centre and parts of the surrounding area suffer from noise levels above 55dB and this rises to 70dB and above the closer you get to the motorway. Noise levels at night are reduced as a consequence of reduced traffic flows on the Motorways.

²¹ Available at <http://www.legislation.gov.uk/ukpga/1990/43/contents>

²² <http://www.extrium.co.uk/noiseviewer.html>

Figure 4-2 - Noise Levels in the Vicinity of Bromsgrove Town



Source: <http://www.extrium.co.uk/noiseviewer.html>

Noise from the rail traffic is much less of an issue and this is confined to areas in close proximity to the railway lines.

A potential separate cause of pollution in the District is surface run off. This defined as “*non-point source pollution*” affecting aquatic wildlife as pollutants in surface water find their way through storm drains into water courses and by infiltration into groundwater. As highlighted in paragraph 3.3.10 above the majority of waterbodies in the District are at good or moderate status with only 4 in the Salwarpe River Operational Catchment (to the west) and 7 out of 21 in the Avon: Urban Rivers and 7 out of 22 Avon: Midlands West (both to the east) classed as poor ecological status. The chemical status of the majority of the waterbodies was good which suggests that overall pollution from surface water run-off is not a significance problem. However, one measure implemented to alleviate problems that do occur from surface water run-off is the use of Sustainable Drainage Systems (SuDS). Closed waste sites can also affect both groundwater and air quality. Level of abstraction and the consequential adverse effect on biodiversity and long term water resources is of concern.

Flood Risk

The NPPF seeks to ensure that flood risk is taken into account at the plan making stage in order to avoid inappropriate development in areas at risk of flooding and to direct development away from areas at highest risk.

The flood risk in the District is concentrated in a few places but the risk of major flooding is minimal. No major rivers flow through the District. However, it does contain a number of small watercourses that can, in adverse weather conditions, cause a small amount of localised flooding and so there is risks of flooding from these smaller watercourses (although these do not have an associated flood

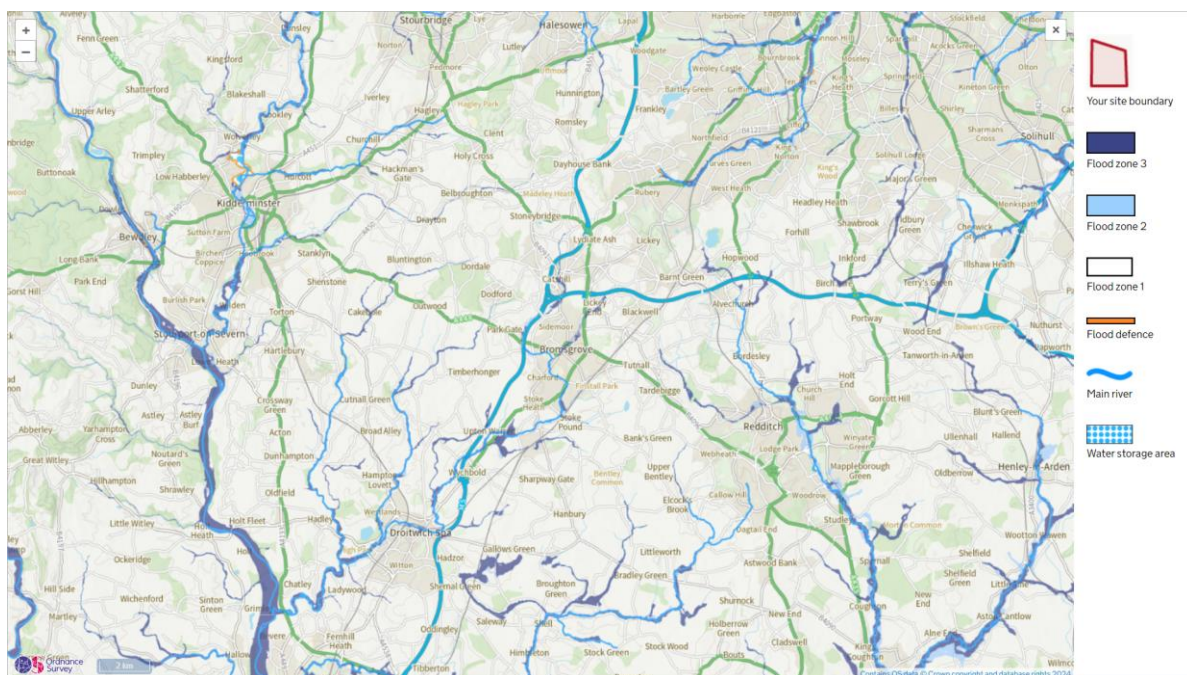
extent based on the EA flood maps). The majority of flooding incidences in the District, especially in urban areas is caused by water run-off rather than overflowing watercourses.

An updated Strategic Flood Risk Assessment Level 1 and Scoping Water Cycle Study²³ suggests that there is:

- Limited capacity of the existing water and wastewater infrastructure.
- Limited capacity of the local water environment to both provide for water supply and to receive treated wastewater discharges, as governed by Water Framework Directive (WFD) objectives of “No Deterioration”, restoring sustainable abstractions and meeting WFD river quality standards.
- Spatial constraints arising from flood risk assessment and risks of impact on the aquatic environment with implications for public water supply and SSSI's.
- Timescales for development may be subject to funding constraints resulting from the five-year business cycle in the water sector.

Figure 4-3 shows the prevalence of Flood Zones 2 and 3 and areas benefiting from natural defences across Bromsgrove.

Figure 4-3 - Major Watercourses and Flood Zones in Bromsgrove District and Adjacent Areas



²³ CHH for Bromsgrove District Council (December 2021) Strategic Flood Risk Assessment Level 1 and Scoping Water Cycle Study Phase 1 Water Cycle Scoping Study

Climate Change

Rising global temperatures will bring changes in weather patterns, rising sea levels and increased frequency and intensity of extreme weather. The effects of climate change will be experienced internationally, nationally and locally with certain regions being particularly vulnerable.

Carbon dioxide (CO₂) is identified as being the most important of the greenhouse gases which are being produced by human activity and contributing to climate change. According to the Intergovernmental Panel on Climate Change (IPCC), stabilising CO₂ concentrations at 450 parts per million (ppm) (that is 85 ppm above 2007 levels and 170 ppm above pre-industrial levels) in the long term would require the reduction of emissions worldwide to below 1990 levels within a few decades.

The policy and legislative context in relation to climate change has been established at the international level (Kyoto Agreement and subsequently the Paris Agreement) and has been transposed into European, national and local legislation, strategies and policies. Reducing CO₂ emissions in the atmosphere is a national target to reduce climatic impact. This is driven by the Climate Change Act (2008), which sets a legally binding target of at least a 34% reduction in UK emissions by 2020 and at least an 80% reduction by 2050 against a 1990 baseline.

The main human influence on global climate is emissions of the key greenhouse gases - carbon dioxide (CO₂), methane and nitrous oxide. The accumulation of these gases in the atmosphere strengthens the greenhouse effect.

Table 4-4 below shows Bromsgrove's per capita CO₂ emissions for the period 2010 to 2015. The District's emissions have fluctuated over this period but have consistently been similar to national (UK), regional and County averages.

Table 4-4 - CO₂ Emissions Per Capita 2010-2015 (tonnes CO₂ per person)²⁴

	Bromsgrove	Worcestershire	West Midlands	UK
2010	8.7	7.6	7.3	7.6
2011	8.0	6.9	6.7	6.9
2012	8.2	7.0	6.8	7.1
2013	8.1	6.9	6.7	7.0
2014	7.7	6.4	6.1	6.4
2015	7.5	6.1	5.9	6.1
2016	7.4	5.8	5.6	5.6
2017	7.2	5.6	5.3	5.4

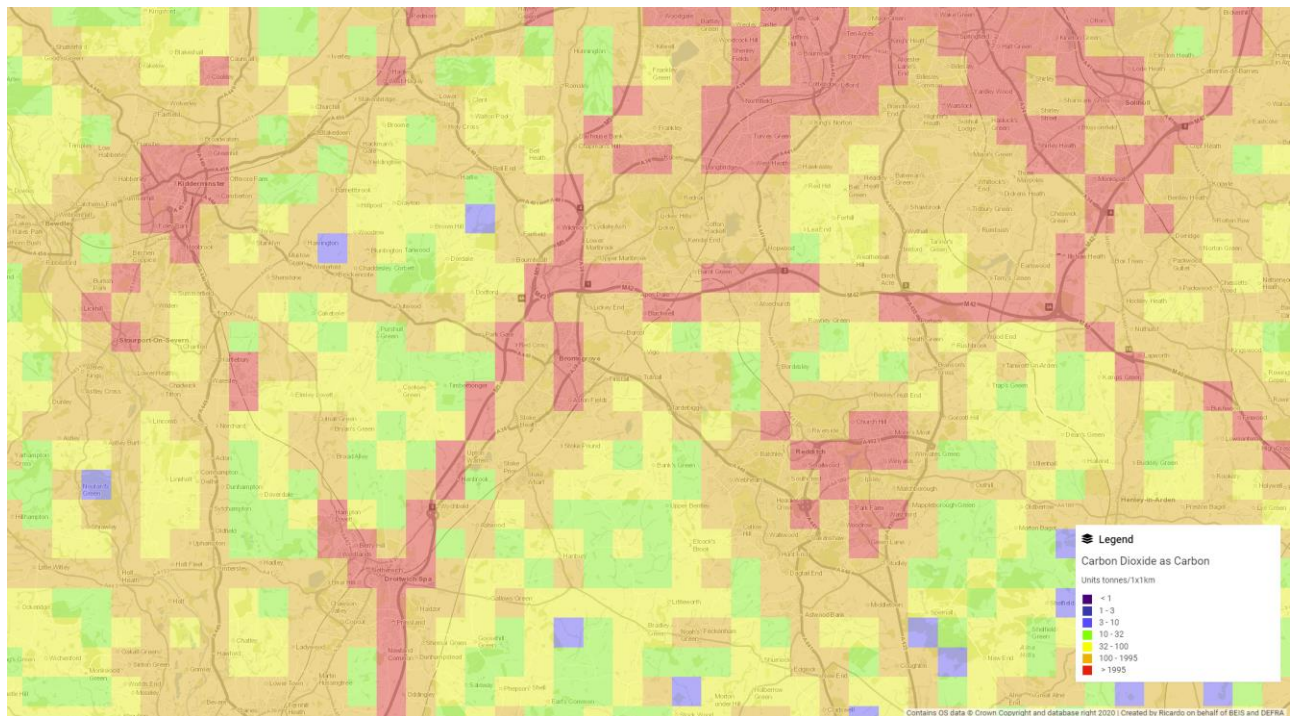
²⁴ Department for Energy Security and Net Zero (2023) UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2021. Available from: <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics-2005-to-2021>

	Bromsgrove	Worcestershire	West Midlands	UK
2018	6.9	5.5	5.2	5.3
2019	6.7	5.2	4.9	5.1
2020	5.6	4.5	4.3	4.5
2021	6.3	5.0	4.7	4.8

Source: Department for Energy Security and Net Zero (2023) UK local authority and regional greenhouse gas emissions national statistics, 2005 to 2021

As **Figure 4-4** highlights, the main source of CO₂ emissions in the District is from road transport, reflecting that the M5 and M42 motorways pass through the District.

Figure 4-4 - CO₂ Emissions from Road Transport in Bromsgrove District and Adjacent Areas



Source: <http://naei.beis.gov.uk/data/gis-mapping>

Measures to prevent or minimise the adverse effects of climate change include: efficient use of scarce water resources; adapting building codes to future climate conditions and extreme weather events; building flood defences and raising the levels of dykes; more climate resilient crop selection e.g. drought-tolerant species. The UK Government considers the development of a low carbon economy combined with a greater proportion of energy generated by renewable means as essential.

The UK Government Net Zero Strategy: Build Back Greener (October 2021)²⁵ sets out a number of key steps which need to be taken in order to reach the UK's low carbon objectives including ending the sale of new pure petrol and diesel cars and vans by 2030 and consult on phase out for diesel HGVs; installing 600,000 heat pumps per year by 2028; and strengthened energy efficiency requirements for private sector landlords.

Bromsgrove District and Redditch Borough Councils published a Climate Change Strategy & Action Plan in December 2010 (Updated in June 2011). The strategy's aim is to provide a policy framework in which the two Authorities can reduce both their own and their communities carbon footprints, mitigate against climate change and identify how best to adapt for the risks and opportunities for future climate change. The strategy includes the following objectives:

- Measure and monitor our current carbon emissions baseline as organisations and communities;
- Set targets to reduce CO2 emissions from buildings, vehicles and other activities;;
- Communicate widely and promote active engagement; support innovative change and the development of a greener local economy;
- Embed strategic climate change activity (mitigation, adaption and raising awareness) across the Council and its partners;
- Ensure all development is sustainable, minimises CO2 emissions and accounts for future climates; and
- Identify the likely changes in climate locally and risk assess against them.

In 2022, Bromsgrove District Council published their Carbon Reduction Strategy & Action Plan V6²⁶, which highlights the Council has made progress in reducing carbon emissions within the District. This was achieved through green schemes such as supporting low emission vehicles and supporting infrastructure they need, Council offices using 100% green electricity, use of low carbon fuels and (though not fully developed yet) developing a zero-carbon heat network. This strategy identified several future actions, which often pertain to building upon the Council's successes, such as by expanding low carbon emitting vehicle usage (low carbon fuel cars or electric vehicles etc), improving housing efficiency, improving energy efficiency in high energy consuming buildings/industries and implement the Bromsgrove District Heat Network.

Likely Evolution of the Baseline without the District Plan

Noise issues from motorway traffic are likely to continue remain a problem for the District, however responsibility to address this lies with Highways England therefore this is outside of the scope of local planning policy intervention. However, noise emissions from A roads are something which can be influenced by local planning policy intervention through for example measures to promote sustainable modes of transport and reduce car use and in turn traffic levels on local roads.

Bromsgrove does suffer from air quality issues, particularly so in the designated AQMA's. Without a District Plan, air quality would remain relatively the same. An increase in population and households

²⁵ Department for Energy Security and Net Zero and Department for Business, Energy & Industrial Strategy (2021) Net Zero Strategy: Build Back Greener. Available from: [Net Zero Strategy: Build Back Greener - GOV.UK \(www.gov.uk\)](https://www.gov.uk/net-zero-strategy-build-back-greener)

²⁶ Bromsgrove District Council (2022) Bromsgrove District Council Carbon Reduction Strategy & Action Plan V6. Available from: [Bromsgrove Carbon Reduction Strategy_October 2022 updated 2024.pdf](#)

in the District will in-turn generate additional transport movements and associated emissions to air. Without the District Plan there would be a significant policy gap with regard to the location of future growth and which could result in development being located in areas that are not well served by community facilities and services and jobs thereby increasing traffic movements.

Forecast population growth and new development would result in an increase in the waste produced by Bromsgrove in the future. Many of the tools to reduce the amount of waste produced and increase reuse and recycling are outside the scope of the land use planning system and Bromsgrove already has a well-established waste treatment facility which deals with a lot of the District's waste. The absence of a District Plan will not unduly influence this aspect. However, the District Plan can facilitate improvements to this network and the delivery of new capacity in appropriate locations and that there is a framework to enable the provision of sufficient landfill capacity for waste that cannot be reused, recycled or recovered.

Taking into account national planning policy set out in the NPPF and current Development Plan policy, it is expected that flood risk would be managed without the District Plan (although flood risk and the process of coastal change may increase as a result of climate change). Notwithstanding this, local planning policy would help to ensure that new development is located away from flood risk areas/coastal erosion, that any development proposals within such areas are resilient to flooding and could help to ensure that any investment in flood defence infrastructure required to accommodate development is identified and delivered in a timely manner.

Climate change is occurring and will continue regardless of local planning policy intervention. However, national policy on climate change, extant Development Plan policy and other plans and programmes alongside Building Regulations will help to ensure that new development is located and designed to adapt to the effects of climate change and that measures are in place to mitigate climate change. Notwithstanding, without the District Plan the Council is likely to have less control over, in particular, the location of new development which could exacerbate climate change impacts and mean that opportunities to adapt to and mitigate effects (for example, through reducing transport movements, tree planting and decentralised renewable energy solutions) may be missed. This could result in damage to properties, infrastructure and stress on emergency services and also have an effect on biodiversity, which could lead to ecosystem changes. The lack of an up to date Development Plan could also make the ambitions of the Council with regard to its climate change future actions (as identified in its Carbon Reduction Strategy & Action Plan V6) are not fulfilled.

In June 2009 the findings of research on the probable effects of climate change in the UK was released by the UK Climate Change Projections team under Defra²⁷. This team provides climate information for the UK up to the end of this century and projections of future changes to the climate are given, based on simulations from climate models. Projections are broken down to a regional level across the UK and illustrate the potential range of changes and the level of confidence in each prediction.

²⁷ See <http://ukclimateprojections.metoffice.gov.uk/21708?projections=23754>

The predicted effects of climate change for the West Midlands region by 2050 (under a medium emissions scenario) are set out in **Table 4-5** below.

Table 4-5 - West Midlands Climate Projections (medium emissions scenario)

Climate Record	Estimate of Increase/Decrease	Most Likely Range	Range of Uncertainty
Winter mean temperature	2.1 °C	1.2°C to 3.2°C	0.9°C to 3.5°C
Summer mean temperature	2.6°C	1.2°C to 4.4°C	1°C to 4.8°C
Summer mean daily maximum temperature	3.6°C	1.3°C to 6.5°C	1.1°C to 7.2°C
Summer mean daily minimum temperature	2.7°C	1.1°C to 4.8°C	1°C to 5.3°C
Annual mean precipitation	0%	-5% to 6%	-6% to 6%
Winter mean precipitation	13%	2% to 27%	1% to 30%
Summer mean precipitation	-17%	-37% to 6%	-39% to 14%

Source: Defra (2009)

Key Sustainability Issues

- The need to improve air quality, particularly in the four AQMAs;
- The need to minimise waste arisings and encourage re-use and recycling;
- The need to ensure that new development is adaptable to the effects of climate change;
- The need to mitigate climate change, including through increased renewable energy provision;
- The need to locate new development away from areas of flood risk, taking into account the effects of climate change; and
- The need to ensure the timely provision of flood defence/management infrastructure.

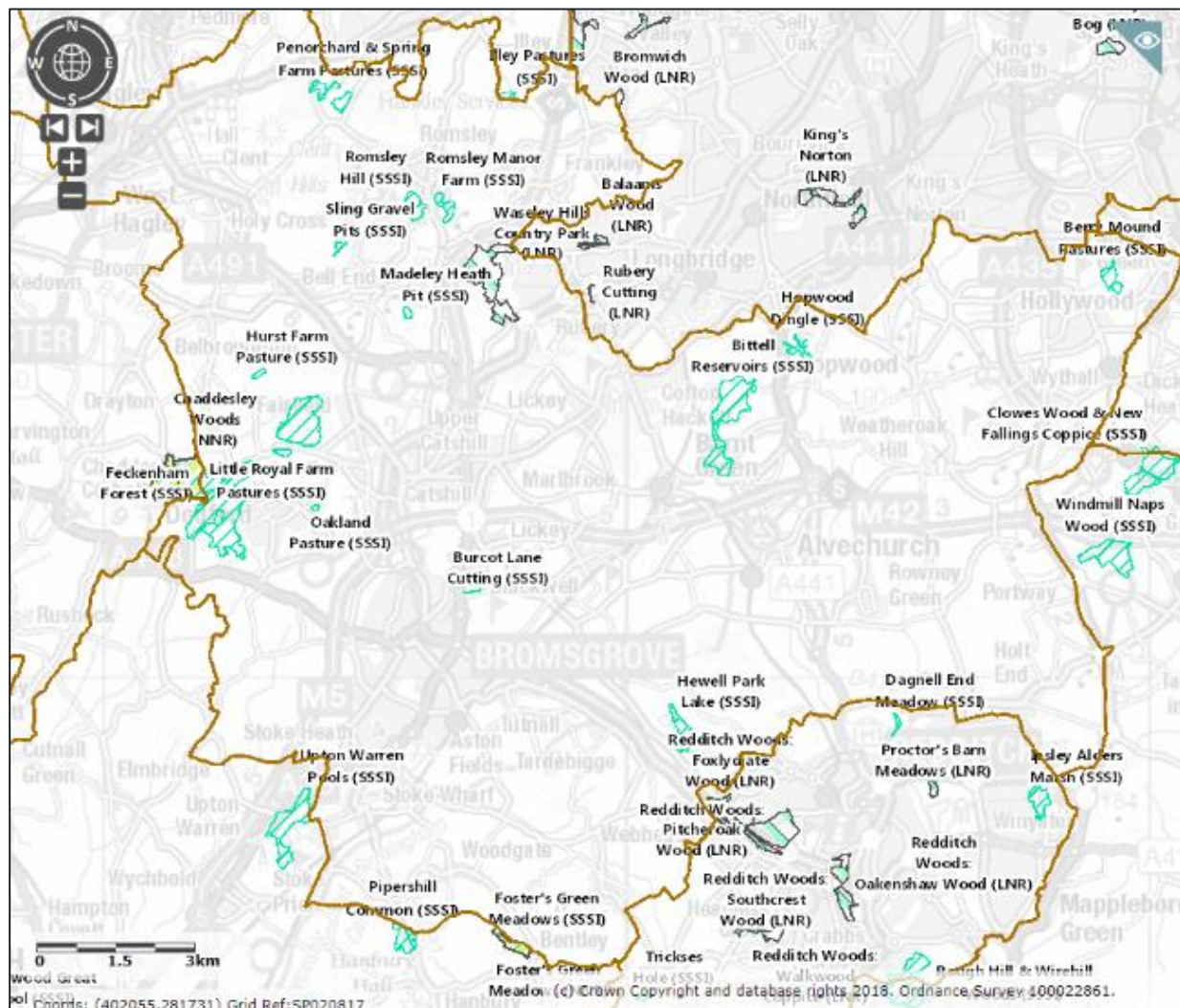
5. BIODIVERSITY, GEODIVERSITY AND GREEN INFRASTRUCTURE

Biodiversity

Biodiversity is defined as the variety of plants (flora) and animals (fauna) in an area, and their associated habitats. The importance of preserving biodiversity is recognised from an international to a local level. Biodiversity is important in its own right and has value in terms of quality of life and amenity.

Bromsgrove District has a rich and varied natural environment including a range of sites designated for their habitat and conservation value. **Figure 5-1** shows designated nature conservation sites within and in close proximity to the District.

Figure 5-1 - Designated Nature Conservation Sites Within and in Proximity to Bromsgrove District



Source: <http://www.natureonthemap.naturalengland.org.uk/MagicMap.aspx>

Sites of European importance (Special Protection Areas (SPAs) and Special Areas of Conservation (SACs)) are designated to conserve natural habitats and species of wildlife which are rare, endangered or vulnerable in the European Community. In the UK, these form part of the 'Natura 2000' network of sites protected under the EC Habitats Directive (1992). There are no European designated sites in Bromsgrove District itself although the European designated Lyppard Grange Ponds SAC and Fen Pools SAC are within 15km of the administrative boundary.

The District contains 13 Sites of Special Scientific Importance (SSSIs) (three of which are for geological importance). The condition of the 10 non-geological SSSIs is set out in **Table 5-1** below. Although half of the SSSIs in the District are in favourable condition, five are in unfavourable condition with two (Berry Mound Pastures and Romsley Manor Farm) declining in their condition.

Table 5-1 - Condition of SSSIs within Bromsgrove District

Site	Area (ha)	Condition (% of area)
Hurst Farm Pasture	2.29	100% favourable
Little Royal Farm Pastures	3.32	100% favourable
Oakland Pasture	1.03	100% unfavourable (no change)
Penorchard & Spring Farm Pastures	15.44	100% favourable
Romsley Hill	13.64	100% unfavourable (recovering)
Romsley Manor Farm	9.07	100% unfavourable (declining)
Bittell Reservoirs	65.76	66.36% unfavourable (recovering) 33.64% unfavourable (no change)
Berry Mound Pastures	11.81	100% unfavourable (declining)
Hewell Park Lake	21.07	100% favourable
Hopwood Dingle	7.1	100% favourable

Source: As of a May 2024 review of Natural England (various) Designated Sites Condition Summaries
<https://designatedsites.naturalengland.org.uk/>

Chaddersley Wood National Nature Reserve is an Ancient Woodland; a Local Wildlife Site (LWS), a National Nature Reserve (NNR) and a Site of Special Scientific Interest (SSSI). Other nature reserves in the District include Upton Warren, which is Worcestershire's premier bird-watching reserve (it attracts birds throughout the year) and Hanbury Woods.

In addition to the statutorily recognised SSSIs, there 90 Local (Wildlife) Sites (five of which are recognised for geological value). These sites are varied in nature ranging from whole valleys and hills to canals and ponds. These sites range in type from grassland and meadows to broadleaved woodland and ancient semi-natural woodland. Information is not presently available about the condition of these areas.

The Worcestershire Biodiversity Action Plan (BAP) identifies the most important species and habitats in the area. The BAP identifies 26 priority species and 17 priority habitats across Worcestershire. A long list of the individual action plans for specific habitats and species is available and is updated by Worcestershire County Council²⁸, with the following habitats identified: H1 Arable Farmland Habitat, H2 Traditional Orchard Habitat, H3 Hedgerows Habitat, H4 Scrub Habitat, H5 Woodland Habitat, H6 Ancient Veteran Trees Habitat, H7 Wet Woodland Habitat, H8 Reedbed Habitat, H9 Fen and Marsh Habitat, H10 Wet Grassland Habitat, H11 Grassland Habitat, H12 Lowland Heathland Habitat, H13 Road Verges Habitat, H14 Urban Habitat, H15 Canals Habitat, H16 Ponds and Lakes Habitat and H17 Rivers and Streams Habitat.

²⁸ Worcestershire County Council (ongoing) Biodiversity Action Plan and Habitat and Species Biodiversity Action Plan. Available from: <https://www.worcestershire.gov.uk/council-services/planning-and-developments/environmental-policy/biodiversity-action-plan>

BAP Action Plans have been developed for the following species: S1 Otter Species, S2 Dormouse Species, S3 Bats Species, S4 Water Vole Species, S5 Noble Chafer Species, S6 Nightingale Species, S7 Shad Species, S8 Adder Species, S9 Slow-worm Species, S10 Great Crested Newt Species, S11 White-clawed Crayfish Species, S12 High Brown Fritillary Species, S13 Brown Hairstreak Species, S14 Common Clubtail Species, S15 Stag Beetle Species, S16 Violet Click Species, S17 Hornet Robberfly Species, S18 Black Poplar Species, S19 True Service Tree Species, S20 Farmland birds Species, S21 Wood White Species, S22 Grizzled Skipper Species, S23 Pearl-bordered Fritillary Species, S24 Common Fan-foot Species, S25 Drab Looper Species and S26 Grayling Species.

The District is recognised as providing an important area for water voles and projects have taken place to enhance sites and waterways, including a major river restoration project in Sanders Park²⁹.

The Worcestershire Biodiversity Partnership has produced a series of Biodiversity Delivery Areas Statements to spatially and strategic indicate priority areas to deliver the BAP. Two of these cover areas in the south of the District: the Forest of Feckenham and Bow Brook³⁰. Priorities for these areas include habitat creation and restoration to increase connectivity and buffering of key sites and to strengthen networks for species.

Geodiversity

The geology of Bromsgrove is rich and varied. Bromsgrove District overlies a variety of geology types. The Permo-Triassic Sandstones occupy the centre and north western parts of the District. Bromsgrove Town Centre, Catshill, Lickey End, Cofton Hackett, Belbroughton and Hagley are underlain by the Permo-Triassic Sandstones. In the far north of the District, around Clent, Romsley and Frankley, the geology comprises of the Carboniferous Coal Measures. These consist of inter-bedded mudstones, siltstones and sandstones with coal and limestone horizons. The remainder of the area is dominated by the Triassic Mercia Mudstones. These consist of mudstones with sandstone skerries and halite bands.

In places this solid geology is overlain by clays, silts, sands and gravels associated with the main watercourses crossing the District. The clay drift deposits are however more laterally extensive in the far east of the area around Hollywood and Wythall.

There are three geological SSSIs in the District and **Table 5-2** below shows their condition. The condition of these sites is mixed. Madeley Heath Pit SSSI has been identified as being destroyed, whilst Sling Gravel Pits is unfavourable but recovering and Burcot Lane Cutting is in a favourable condition.

²⁹ Worcestershire Wildlife Trust Bromsgrove District Overview. Available via:

<http://www.worcswildlifetrust.co.uk/sites/worcestershire.live.wt.precedenthost.co.uk/files/Bromsgrove%20District.pdf>

³⁰ Worcestershire Biodiversity Partnership (2016) Biodiversity Delivery Area Statement. Available via:

http://www.worcestershire.gov.uk/downloads/download/1087/biodiversity_delivery_area

Table 5-2 - Condition of Geological SSSIs within Bromsgrove District

Site	Area (ha)	Condition (% of area)
Madeley Heath Pit	2.74	100% destroyed
Sling Gravel Pits	1.05	100% unfavourable (recovering) previously, now 100% favourable
Burcot Lane Cutting	0.38	100% favourable

Source: As of a May 2024 review of Natural England (various) Designated Sites Condition Summaries
<https://designatedsites.naturalengland.org.uk/>

Regionally Important Geological and Geomorphological Sites (RIGS) are the most important places for geology and geomorphology outside statutorily protected land such as SSSI. Whilst not benefiting from statutory protection, RIGS are equivalent to Local Wildlife Sites. There is a total of five RIGS in the District: Shepley Sandpit and Knoll; Kendal End Farm; Lickey Hill Quarry; Madeley Heath Pit; and Hagley Hall Quarry. There are also 100 further sites that are of particular geological interest located within the District. The rich geodiversity of Bromsgrove District is recognised as a key asset of the District in the Worcestershire Geodiversity Action Plan³¹.

Green Infrastructure

Green infrastructure encompasses all “green” assets in an authority area, including parks, river corridors, street trees, managed and unmanaged sites and designed and planted open spaces. A Green Infrastructure Baseline Report³² was published for the District in 2010 and updated in 2013. The study identified the baseline green infrastructure assets in the District. These assets include:

- Three country parks (Clent Hills, Waseley Hills and Lickey Hills);
- The river corridors;
- The wider open countryside;
- Amenity open space, allotments and sports pitches; and
- The 85 Local Wildlife Sites in the District.

The broader Worcestershire Green Infrastructure Strategy 2013³³ sets out the strategic vision for green infrastructure across the wider county. The document identifies 30 Environmental Character Areas within Worcestershire. These have been identified to help achieve a network of strategic and local green corridors across the county. Seven of these areas fall within the District. The priorities for each area are set out in **Table 5-3** below.

³¹ Earth Heritage Trust Worcestershire Geodiversity Action Plan. Available via:

<http://www.earthheritagetrust.org/pub/category/local-gaps/>

³² Bromsgrove District Council (2013) Green Infrastructure Baseline Report Available via:

<http://www.bromsgrove.gov.uk/media/751926/GI-Baseline-Report-2013.pdf>

³³ Worcestershire Green Infrastructure Partnership (2013) Worcestershire GI Strategy document 2013-2018 Available via:

http://www.worcestershire.gov.uk/download/downloads/id/3780/worcestershire_gi_strategy_document_2013-2018.pdf

Table 5-3 - Priorities from the Worcestershire Green Infrastructure Strategy

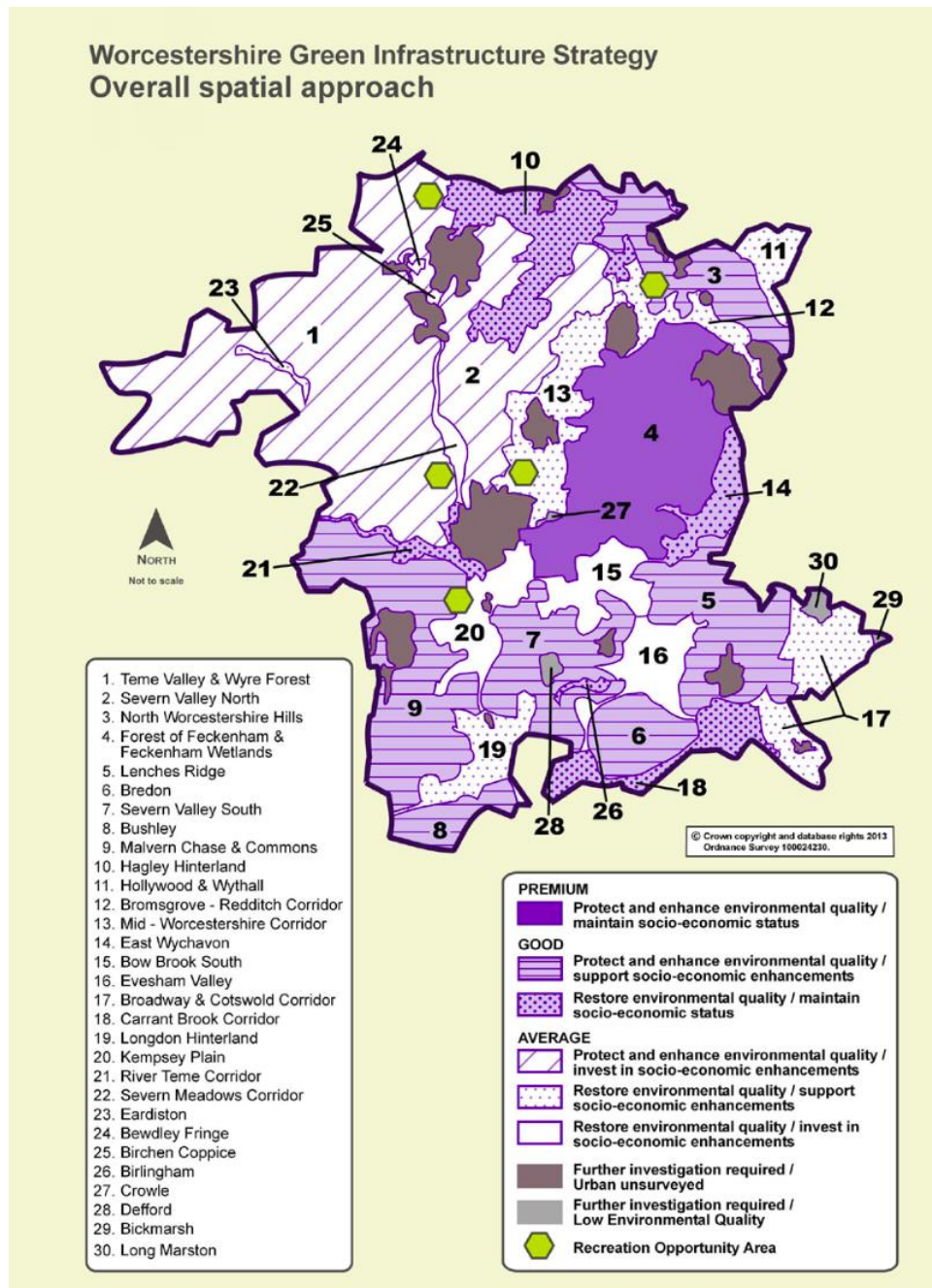
Character Area	Green Infrastructure Priorities
Severn Valley North	<ul style="list-style-type: none"> • Enhance stream and river corridors • Protect ancient countryside character • Protect and enhance the ancient woodland habitats of the Wyre Forest • Enhance and expand acid grassland habitats • Provision of a strategic asset for access and recreation
North Worcestershire Hills	<ul style="list-style-type: none"> • Maintain wooded character, linking and buffering existing sites • Provision of a strategic asset for access and recreation
Forest of Feckenham and Feckenham Wetlands	<ul style="list-style-type: none"> • Protect the traditional field patterns, boundaries and small woodlands. • Enhance stream/ordinary watercourse corridors.
Hagley Hinterland	<ul style="list-style-type: none"> • Maintain and restore habitat connectivity. • Protect and restore acid grassland and wooded habitats.
Hollywood & Wythall	<ul style="list-style-type: none"> • Protect and restore historic pattern of small enclosures
Bromsgrove-Redditch Corridor	<ul style="list-style-type: none"> • Protect and restore the ancient countryside character.
Mid-Worcestershire Corridor	<ul style="list-style-type: none"> • Protect and restore neutral grasslands, orchards and semi-natural ancient woodland, wet woodland and stream corridors. • Provision of strategic asset for access and recreation

Source: Worcestershire Green Infrastructure Strategy 2013

The up to date Worcestershire Green Infrastructure Strategy 2023-2028 provides an update on how green infrastructure will be achieved going forward within Worcestershire³⁴. **Figure 5-2** below identifies the spatial priorities for green infrastructure in Worcestershire, which also contains how the green infrastructure in the District (as identified in **Table 5-3** above) will be managed.

³⁴ Worcestershire County Council (2023) Worcestershire Green Infrastructure Strategy 2023-2028. Available from: <https://www.worcestershire.gov.uk/sites/default/files/2024-02/Worcs%20Green%20Infrastructure%20Strategy%202023-28%20FINAL.pdf>

Figure 5-2 - Spatial Priorities for Green Infrastructure in Worcestershire



Source: Worcestershire County Council (2023) Worcestershire Green Infrastructure Strategy 2023-2028

Likely Evolution of the Baseline Without the District Plan

Information in relation to the SSSIs in the District shows that although half of the sites are in favourable condition, half are in unfavourable condition (with two of these in a declining state). It is reasonable to assume that without the District Plan review, existing trends would continue. Local policy in the existing District Plan and national planning policy contained in the NPPF would help to ensure that new development protects and enhances biodiversity but strategic opportunities to enhance biodiversity may be missed.

With regards to the District's geodiversity, it is noted that although one SSSI (Burcot Lane Cutting) is in favourable condition, another site (Madeley Heath Pit) has been destroyed but Sling Gravel Pits has improved from unfavourable to favourable. Without the new District Plan, it is expected that the condition of these sites would continue given the national protection afforded to SSSIs. There are a number of other geological assets in the District. New development could increase pressure on these geological assets, the risk of which could be increased without clear up-to-date District Plan policy seeking to protect and enhance the District's geodiversity.

The Worcestershire Green Infrastructure Strategy 2013 identifies seven character areas with accompanying green infrastructure priorities, with the Worcestershire Green Infrastructure Strategy 2023 providing an up to date plan for green infrastructure within Worcestershire and the District. There is an opportunity, through the preparation of the new District Plan, to plan at the strategic level for new green infrastructure provision and improvements to these recognised strategies in the District. This could also provide biodiversity enhancements through, for example, habitat creation schemes.

Key Sustainability Issues

- The need to conserve and enhance biodiversity including sites designated for their nature conservation value;
- The need to maintain, restore and expand the District's priority habitats;
- The need to protect and enhance sites designated for their geological interest; and
- The need to safeguard and enhance the green infrastructure network, helping to meet the priorities of the Worcestershire Green Infrastructure Strategies.

6. LANDSCAPE, TOWNSCAPE AND THE HISTORIC ENVIRONMENT

Landscape and Townscape

Landscape

The landscape within Bromsgrove is a major attraction. Located on the southern border of the West Midlands conurbation it provides swathes of open countryside, immediately adjacent to an area of dense urban form. The County Council undertook a Landscape Character Assessment in 2004³⁵ of Worcestershire (with supporting Supplementary Planning Guidance on landscape character being produced in Bromsgrove in 2011). This was based on work previously done in the mid 1990's by the Countryside Agency which resulted in a character map of the whole of England. The assessment took a holistic view looking at the landscape as a whole and identify what makes one landscape different from another. Bromsgrove is primarily made up of 10 different landscape character types (excluding urban): Estate Farmlands, Principal Settled Farmlands, Principal Timbered Farmlands, Principal Wooded Hills, Sandstone Estatelands, Settled Farmlands with

³⁵ Worcestershire Landscape Character Assessment at:
https://www.worcestershire.gov.uk/info/20014/planning/1006/landscape_character_assessment

Pastoral Land Use, Timbered Pastures, Timbered Plateau Farmlands, Wooded Estate lands and Wooded Hills and Farmlands.

As highlighted above, the District has a landscape primarily dominated by farmland and wooded hills. The main concentration of built form is Bromsgrove Town which sits at the bottom of the Lickey Hills. The District slopes down from the Birmingham plateau and merges into a rolling and undulating landscape. The District also contains large areas of ancient woodland.

The District comprises the Arden National Landscape Character Area³⁶. Arden Landscape Character Area (LCA) comprises of farmland and former wood-pasture lying to the south and east of Birmingham, including part of the West Midlands conurbation. Traditionally regarded as the land lying between the River Tame and the River Avon in Warwickshire, the Arden landscape also extends into north Worcestershire to abut the Seven and Avon Vales. To the north and north east it drops down to the open landscape of the Mease/Sence Lowlands. The eastern part of the LCA abuts and surrounds Coventry, with the fringes of Warwick and Stratford-upon-Avon to the south. This LCA has higher ground to the west, the Clent and Lickey Hills to the east and the Nuneaton ridge. The landscape of the lower lying central area is gently rolling with small fragmented semi-natural and ancient woodlands. Mature oaks set in hedgerows, distinctive field boundaries, historic parklands and narrow river corridors are key features, all on the doorstep of a heavily urbanised area.

Land use throughout the area is mainly residential, agricultural and industrial including coal mining, which is still active in the north-east of the LCA. Numerous transport corridors, road, rail, air and canal run through the area. There is likely to be increased development and greater pressure upon the existing infrastructure, particularly around Birmingham, Coventry and the main towns. The LCA profile of Arden also notes that this LCA among the most geologically diverse and this has a strong impact on the landscape's character and development and is further reflected in the range of locally and nationally important geological assets across the LCA.

The LCA profile identifies the following landscape opportunities for this area:

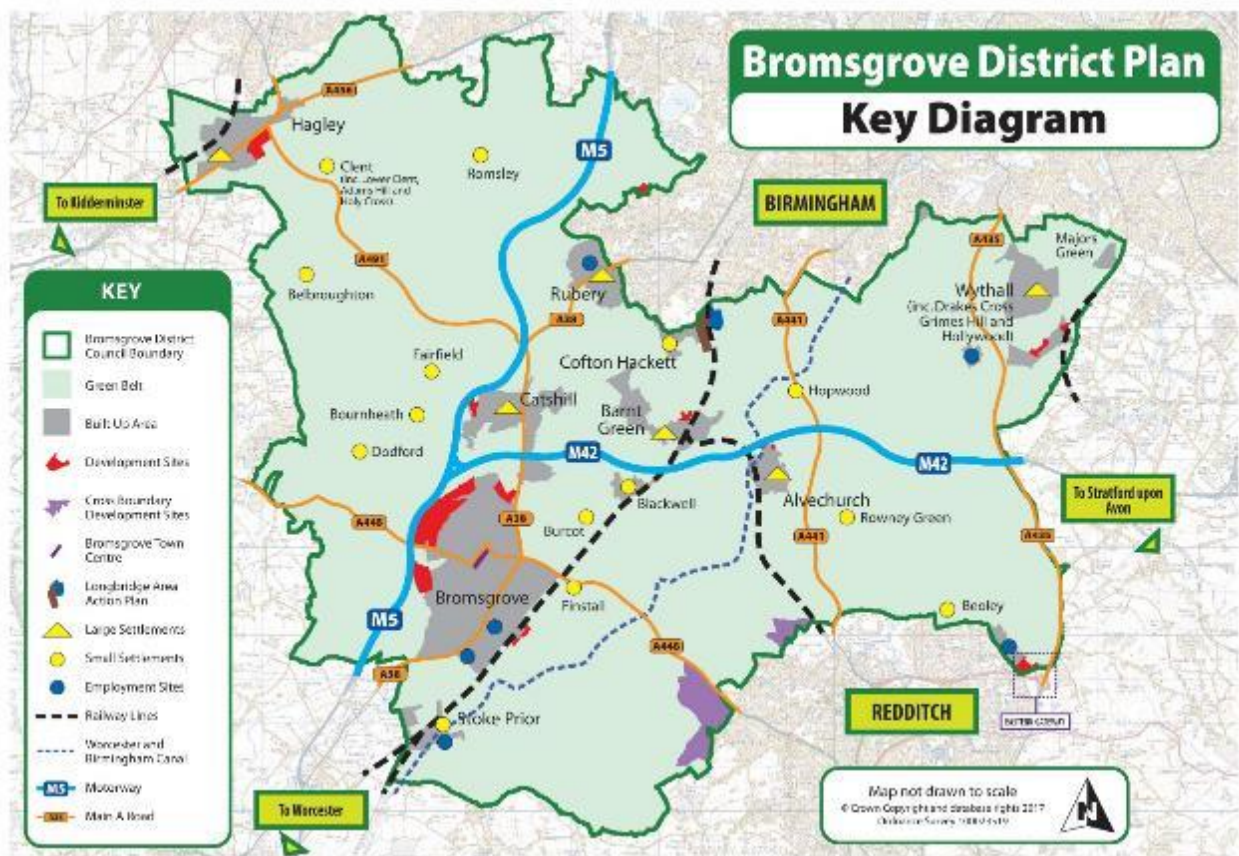
- Conserve, enhance and restore the area's ancient landscape pattern of field boundaries, historic (including farm) buildings, moated sites, parkland and pasture and reinforce its well wooded character;
- Protect and manage woodlands particularly ancient woodlands and wood pasture to maintain the character of Arden;
- Manage and restore hedgerows especially in the north-eastern part of the area (enclosure patterns) and restore parkland, ancient trees and stream side trees plus manage and replace in-field trees and hedgerow trees;
- Maintain and restore areas of heathland particularly in southern Arden, Arden Parklands and Birmingham Hills, lowland meadows and pastures and floodplain grazing marshes;

³⁶ Natural England has divided England into 159 distinct natural areas. Those for the West Midlands can be viewed at: <https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making/national-character-area-profiles#ncas-in-west-midlands>

- Manage arable cultivation to encourage rare arable plants and range-restricted farmland birds and mammals, following appropriate management options under Entry Level Stewardship;
- Restore habitats associated with river valleys particularly the Blythe and Tame; and
- Create new green infrastructure with associated habitat creation and new public access on former mining sites and close to urban populations in the West Midlands Green Belt.

There are no national landscape designations within the District, although the West Midlands Green Belt covers some 90% of the District (see **Figure 5-1** below).

Figure 5-1 - The Green Belt in Bromsgrove



high quality natural or traditional materials. Works are ongoing in the town centre with an independent men's clothing store (Carter Esquire) the latest to benefit from this initiative³⁷.

Cultural Heritage

Bromsgrove Town is a market town whose origins can be traced to pre-Roman times. In the medieval period Bromsgrove was a prosperous centre for the wool trade and far more important than the obscure village of Birmingham to the north. The decline of the woollen industry was offset by the arrival in the 17th century of French Huguenots who brought with them a new craft – nailmaking. Bromsgrove became the world centre for the manufacture of nails and outlying villages specialised in other metal products e.g. Belbroughton Sythes. Nail-making declined at the end of the 19th century as increased mechanisation rendered the outworking system obsolete. Only traces of the nail-making industry now remain.

New activities sprang up related to the motor industry and local people began to look to Birmingham and the Black Country for employment. Garringtons, once reputedly Europe's largest forging works grew as a shadow factory of the Austin Works to supply the car industry. In recent times Bromsgrove has experienced a considerable increase in population and has become a major commuting centre for the West Midlands conurbation and further afield.

The District has 469 Listed Buildings, 839 known sites of Archaeology Interest (13 of which are Scheduled Ancient Monuments), 12 Conservation Areas designated as being areas of special architectural or historic interest and 2 registered parks and gardens (Hagley Park and Hewell Grange) and also a number of other historic parks of regional importance. Unlike well-known neighbours Worcester and Stratford, which are nationally recognised historical centres, Bromsgrove is not known for its historical connections or rich variety of historical buildings. However, a rich largely 'hidden' history does exist that needs to be protected and recognised as the District changes and develops over time.

The Listed Buildings range from the Grade I listed Hagley Hall and St John's Church in Bromsgrove, through a variety of rural buildings including two windmills, to a 1950s house in Hopwood. The conservation areas include a stretch of the Worcester and Birmingham Canal and the Chartist settlement at Dodford. The section of the Birmingham and Worcester Canal includes Tardebigge Flight, comprising of 30 locks, all of which are listed.

The District has many locally important buildings that do not qualify for statutory listing but nevertheless are important to the distinctive character of the Bromsgrove area. These include cottages and workshops relating to the nail-making industry. The Council is planning to commence a local list survey to ascertain the number, type and location of locally important buildings. There is also potential for undesignated assets and archaeology on some sites within the District.

³⁷ Story highlighted in the Bromsgrove Standard: <https://bromsgrovestandard.co.uk/news/independent-mens-clothes-store-in-bromsgrove-is-latest-to-benefit-from-townscape-heritage-initiative/>

A national register³⁸ of heritage sites at risk is produced annually by Historic England and includes ancient monuments, Grade I and II* Listed Buildings and Conservation Areas at risk. In Bromsgrove there are 2 Grade I Listed Buildings, 1 Grade II Listed Building and 2 Grade II* Listed Buildings on the list and 1 Grade II* Registered Park and Garden. The condition of these assets varies, for example the Grade II Listed Christ Church in Catshill is in poor condition and priority category A as it is at immediate risk of further rapid deterioration, whilst the Church of St Michael is in poor condition but in priority category C as there is slow decay and no solution agreed to address. There is also a conservation area in Bromsgrove Town Centre on the 'at risk' list but whilst this is described as in 'very bad' condition the trend is 'improving'.

There are 839 known sites of archaeology interest in the District. Sites vary from upstanding monuments to sites inferred from historical documents, from buried remains to listed buildings, and from earthworks to artefacts. Of these known sites, 13 are Scheduled Ancient Monuments. They are:

- 1. Wychbury Camp;
- 2. Berry Mound Camp, Solihull;
- 3. The Mount;
- 4. Standing cross in St Leonards churchyard;
- 5. Moated site at Fairfield Court;
- 6. Moated site 130m north east of Moorgreen Farm;
- 7. Moated site at Blackgreaves Farm;
- 8. The Banqueting Orchard moated site, 650m north west of Bentley village hall;
- 9. Moated site at Tardebigge Farm;
- 10. Moated site of Frankley Hall;
- 11. Dodford Priory moated site;
- 12. Moated site and fishponds at the Bishop's Palace; and
- 13. Churchyard cross in St Leonard's churchyard.

The diversity of designated and non-designated heritage and archaeological sites form a key component of the historic landscape of the District. The high proportion of Green Belt throughout the District has preserved a relatively coherent post medieval landscape. Large 20th century development has largely overwritten historic landscape character in undesignated areas such as Hagley Village and Hollywood.

A Historic Environment Assessment has been carried out and the results have produced 36 distinctive Historic Environment Character Zones in the District. Archaeological survival and potential varies across the District. Reasons for this include marked differences in historic landscape character, archaeological features present and 20th century land management.

³⁸ Register for Bromsgrove available at <https://historicengland.org.uk/advice/heritage-at-risk/search-register/results/?advsearch=1&district=Bromsgrove&searchtype=harsearch>

Likely Evolution of the Baseline without the District Plan

New development is likely to place pressure on the District's landscape. Whilst national planning policy set out in the NPPF and the Council's adopted Development Plan would continue to offer some protection and guidance, without up to date local policy provision there is the potential that development could be inappropriately sited and designed. This could adversely affect the landscape character of the District. Further, opportunities may not be realised to enhance character through, for example, the provision of green infrastructure or the adoption of high quality design standards which reflects local character.

It is reasonable to assume that the majority of Bromsgrove District's designated heritage assets would be protected without the District Plan (since works to them invariably require consent). However, elements which contribute to their significance could be harmed through inappropriate development in their vicinity. Opportunities to enhance assets may also be missed. Further, other non-designated elements which contribute to the character of the area could be harmed without an up-to-date policy framework. Notwithstanding, it is recognised that national planning policy set out in the NPPF and current Development Plan policy and associated guidance would together provide a high level of protection in this regard.

Key Sustainability Issues

- The need to conserve and enhance the District's landscape character;
- The need to protect and enhance the Green Belt and the openness of the Green Belt;
- The need to promote high quality design that respects local character;
- The need to protect and enhance the District's townscapes;
- The need to protect and enhance the District's cultural heritage assets and their settings;
- The need to avoid harm to both designated and non-designated heritage assets, including with respect to their setting;
- The need to tackle heritage at risk, particularly those assets on the heritage at risk register classed as at highest risk;
- The need to recognise the contribution made by the historic environment to the character of landscapes and townscapes; and
- The need to make the most of the opportunities the historic environment poses to contribute to other subject areas of the local plan and quality of life.

7. HEALTHY AND INCLUSIVE COMMUNITIES

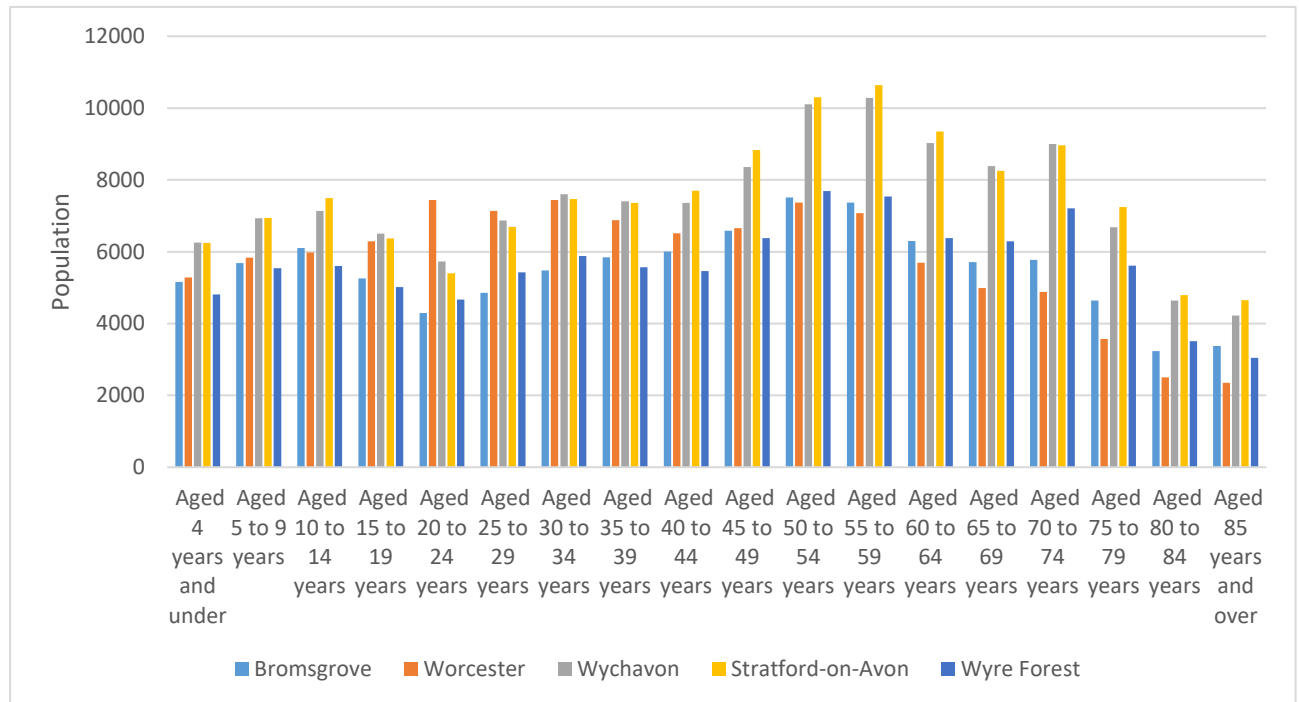
Population

The 2021 Census records that Bromsgrove District has a population of 99,200. This was an increase of approximately 5.9% (from 93,637) over the 10 years since the 2011 Census and was the second highest population growth in Worcestershire over this period. It was higher than the population growth for Worcestershire (4.4%) and the West Midlands (6.3%), but lower than the average across England and Wales (7.8%).

The majority of the District's population live within the main population centres of Bromsgrove Town (32,331), Alvechurch (3,534), Barnt Green (1,794), Catshill (4,470), Hagley (6,261), Rubery (5,868) and Wythall (8,261), and with a number of small rural settlements accounting for the remainder of the population.

The five-year age structure of the population of the District at the time of the 2021 census is set out in **Figure 7-1** below. It highlights that Bromsgrove has a relatively balanced age profile, with it leaning slightly towards an older population, though nowhere near as much as certain neighbouring Local Authorities (Wychavon and Stratford-on-Avon).

Figure 5-1 - Five-year Age Groups 2021 Census



Source: UK Census 2021 Data https://www.nomisweb.co.uk/sources/census_2021_bulk

In respect of the aging population, there is predominantly a higher proportion of 65+ aged residents living in the District's less built-up Wards, the exceptions being St. Johns (27.9%, 16.9 persons per hectare (pph)) and Sidemoor (21.2%, 28.1pph) Their higher levels of 65+ aged residents could be attributed to the levels of care home facilities within these Wards. Ward data is currently not available for age profiles.

The vast majority of the population of Bromsgrove are classed as White British (93.6%) which is an increase of 0.8% on the 2001 Census data; the remainder is split between several other ethnic groups. The 2021 Census identifies that the ethnicity of the District has barely changed, with the vast majority of its population still classified as White British (93.1%, a minor 0.5% reduction from the 2011 Census).

The 2021 Census³⁹ identified that 53.5% of the population of Bromsgrove identified as Christian, a 14.6% reduction from 2011. 37.4% of respondents identified as having no religion, a 15.4% rise in

³⁹ Nomis (2024) Census 2021 Bulk Data Download – Religion. Available from: https://www.nomisweb.co.uk/sources/census_2021_bulk

this group. No other religious group were identified as more than 1% of the population besides Sikhs (1.2%, 1,152 respondents). It is important to note that 5.6% of respondents to the 2021 Census did not answer this question, which is quite a high percentage.

Health

The 2017 Health Profile for Bromsgrove⁴⁰ sets out the following statistics for the District: The health of people in Bromsgrove is varied compared with the England average. Bromsgrove is one of the 20% least deprived districts/unitary authorities in England, however about 11% (1,700) of children live in absolute low income families, which is similar to the 2011 figure of 1,710. The 2019 Health Profile highlights that 1,605 children live in absolute low-income families, which is approximately 10.2% of all children within Bromsgrove during that year and is slightly better than what was identified in the 2017 Health Profile⁴¹. As of the 2022 Health Profile, this has fallen again to 9.2% of all children being in absolute low income, though it is important to emphasise that this means 1,685 children living in such conditions (an overall increase in the number of children living in absolute poverty, though they comprise less of a proportion of the child population of Bromsgrove)⁴².

Life expectancy for both men and women in 2017 was similar to the England average. Men in Bromsgrove have a life expectancy of 79.4 years very slightly lower than the England average of 79.5 years, whilst women in Bromsgrove have an average life expectancy of 83.7 years compared to an England average of 83.1 years. Life expectancy is 7.2 years lower for men and 3.8 years lower for women in the most deprived areas of Bromsgrove compared to the least deprived areas. In 2019, life expectancy was identified for men in Bromsgrove as being 80.5 years (improving) and better than the England average (79.6 years), with women having a 83.8 year life expectancy, which is similar to that for England (83.2 years). The 2022 Health Profile highlights that life expectancy has broadly stayed relatively similar to the past health profiles⁴³.

In adult health, the rate of alcohol-related harm hospital stays was 598 stays in 2015/16, compared to 1,710 stays in 2009/10, which is a significant decrease that has only continued as of the 2022 Health Profile (486 alcohol-related harm incidents).

The rate of self-harm hospital stays was 152 stays in 2015/16, which is very similar to the 2009/10 rate of hospital stays, but has significantly fallen as of 2022 (100 self-harm hospital stays).

According to the Active Lives Adult Survey for 2020-21⁴⁴, some 61.4% of the population, nationally are considered to be active, doing the recommended 150 minutes or more of physical activity per week. The survey showed that in Bromsgrove, activity levels are above the national average, with 66.6% of the population doing 150 minutes or more of physical activity per week, however over a

⁴⁰ <http://fingertips.phe.org.uk/profile/health-profiles>

⁴¹ Public Health England (2020) Bromsgrove Local Authority Health Profile 2019. Available from: <https://fingertips.phe.org.uk/static-reports/health-profiles/2019/e07000234.html?area-name=bromsgrove>

⁴² Office for Health Improvement & Disparities (2022) Local Authority Health Profiles Bromsgrove 2022. Available from: <https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/ati/301/are/E07000234>

⁴³ Office for Health Improvement & Disparities (2022) Local Authority Health Profiles Bromsgrove 2022. Available from: <https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/ati/301/are/E07000234>

⁴⁴ https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/2022-04/Active%20Lives%20Adult%20Survey%20November%2020-21%20Report.pdf?VersionId=nPU_v3iFwG8o_xnv62FcKQdEiVmRWCB

third of the District's population still have insufficient physical activity levels, which increases the risk of ill health and mortality.

In Bromsgrove, previously 67.5% of adults are classified as overweight or obese which is higher than the national average of 64.8%, but this has improved slightly as of 2022 (67%, 0.5% improvement). The number of children aged 10-11 (Year 6) classified as obese (17.6% in 2022) has increased since 2011 (16.8%), and are lower than the national average, which is currently 22.7%. While levels of obesity in children are lower than the England average, when measured against Indices of Multiple Deprivation (IMD) data, there appears to be a correlation between deprivation and excess weight in children within the District.

Excess weight is classified in the Active People Survey as any individual reported as having a BMI of 25 or greater. Tackling obesity is a key public health priority as excess weight is associated with premature mortality and avoidable ill health.

Rates of diabetes are directly linked to obesity and tackling the condition is a key focus for the NHS both locally and nationally⁴⁵. In Bromsgrove, numbers of people with a recorded diagnosis of diabetes has historically steadily risen since 2011, where it was below the national average at 5.0%. As of 2016 estimates, it is estimated that 8.9% of the population of England are diabetic, with Bromsgrove having the same proportion of diabetics estimated within it (8.9%)⁴⁶. It is further estimated that by 2030, 9.5% of England's population will be diabetic, with this being 9.6% in Bromsgrove.

Admissions for alcohol-related alcoholic liver disease in females has seen a sharp increase and episodes are reported at a rate of at 90.8 per 100,000 population in 2016 compared with 65.8 per 100,000 population nationally. Admissions for alcohol-related malignant neoplasm in the District are reported to be at 205.3 per 100,000 population in 2016 and are also higher than the national average at 175.8 per 100,000 population. As of 2022, alcohol related mortality in Bromsgrove (41.3) remains higher than in England (39.7), It also has a significant difference between the potential years of life lost due to alcohol related conditions in males (1,220 years in 2022) when compared to females (only 521 years in 2022)⁴⁷.

Bromsgrove has 5.3% of its residents (5,256 residents) as unpaid carers providing up to 19 hours of unpaid care per week according to the 2021 Census⁴⁸. This has improved since the 2011 Census (8.4%). 1.5% of Bromsgrove's residents (1,487 residents) provide between 20-49 hours of unpaid care each week. It is important to note that the 2021 Census took place during the Covid-19 pandemic and that questions relating to unpaid care changed between the 2011 and 2021 Censuses.

⁴⁵ <http://www.redditchandbromsgroveccg.nhs.uk/news/rbccgcampaigns/diabetes/>

⁴⁶ ONS (2016) Diabetes Rate Estimate England. Available from: https://assets.publishing.service.gov.uk/media/5a81dcb6e5274a2e87dbfe07/Diabetes_prevalence_estimates_for_CCGs_by_ONS_resident_populations.xlsx

⁴⁷ Office for Health Improvement & Disparities (2023) Alcohol Profile – Bromsgrove. Available from: <https://fingertips.phe.org.uk/profile/local-alcohol-profiles/data#page/1/gid/1938132984/pat/6/ati/501/are/E07000234/iid/93763/age/1/sex/4/cat/-1/ctp/-1/yr/1/cid/4/tbm/1>

⁴⁸ ONS (2023) How life has changed in Bromsgrove: Census 2021. Available from: <https://www.ons.gov.uk/visualisations/censusareachanges/E07000234/>

The Worcestershire Health and Well-being Board Joint Strategic Needs Assessment Annual Summary⁴⁹ (October 2017) identified the following Priority Area Projects for Bromsgrove:

- Improve mental wellbeing;
- Increase physical activity;
- Reduce harm from alcohol; and
- Ageing well.

The 2023 Worcestershire Health and Well-being Board Joint Strategic Needs Assessment Annual Summary⁵⁰ did not identify specific Priority Area Projects, but did identify the following Areas of Concern for Worcestershire as a whole:

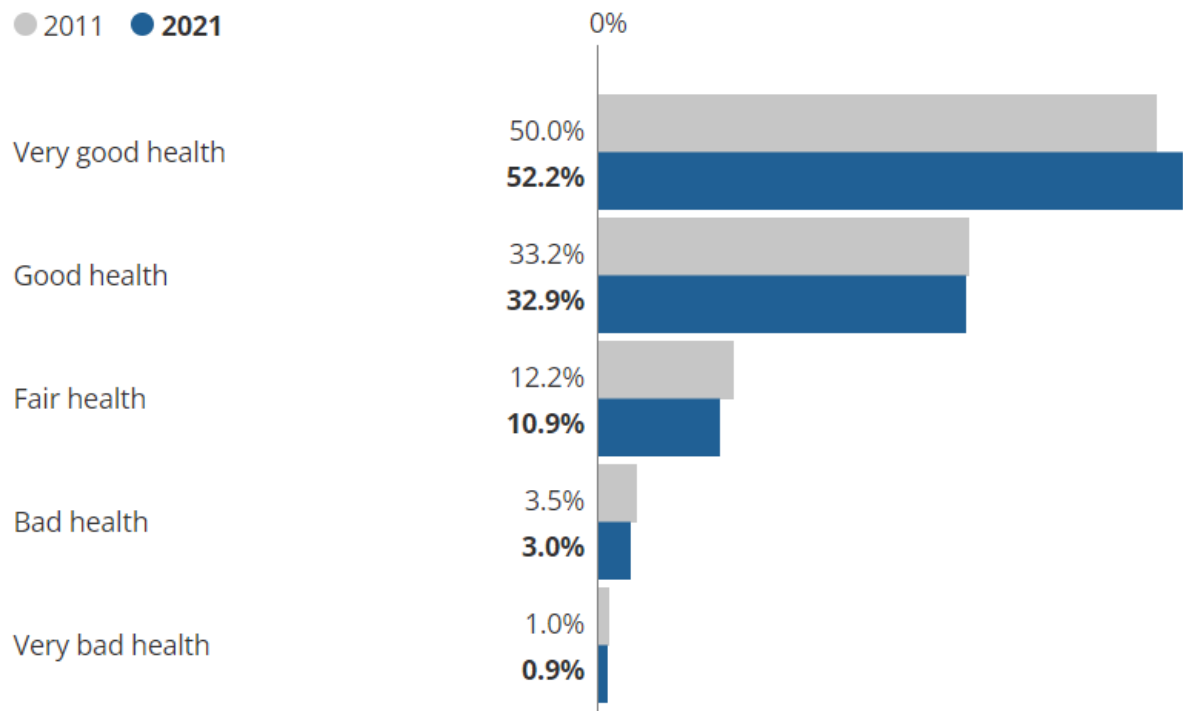
- Health Inequalities Persist – Lower Index of Multiple Deprivation (IMD) groups continue to experience higher levels of health inequality.
- Factors Driving Inequality – Examples being higher smoking rates in more deprived groups, excess weight in deprived groups, decreased physical activity/opportunity in deprived groups and more.
- Children and Young People Inequalities – Concern with the significant number of children living in poverty in Worcestershire and the rising levels of vulnerable children.
- Mental Health – Covid-19 and the largest drop in wellbeing being recorded has combined to create considerable mental health challenges.

Figure 7-2 highlights what people recorded their health as being in the 2011 and 2021 Census. It can be seen that slight changes occurred across all the categories, with more people saying they were in very good health with less people reporting good, fair, bad and very bad health.

⁴⁹ Available at http://www.worcestershire.gov.uk/downloads/download/571/joint_strategic_needs_assessment_summaries

⁵⁰ Worcestershire County Council (2023) JSNA Annual Summaries. Available from: <https://www.worcestershire.gov.uk/council-services/council-and-democracy/research-reports-and-local-statistics/joint-strategic-needs/jsna-annual-summaries>

Figure 5-2 - Self Reported Health in Bromsgrove, 2011 and 2021 Census



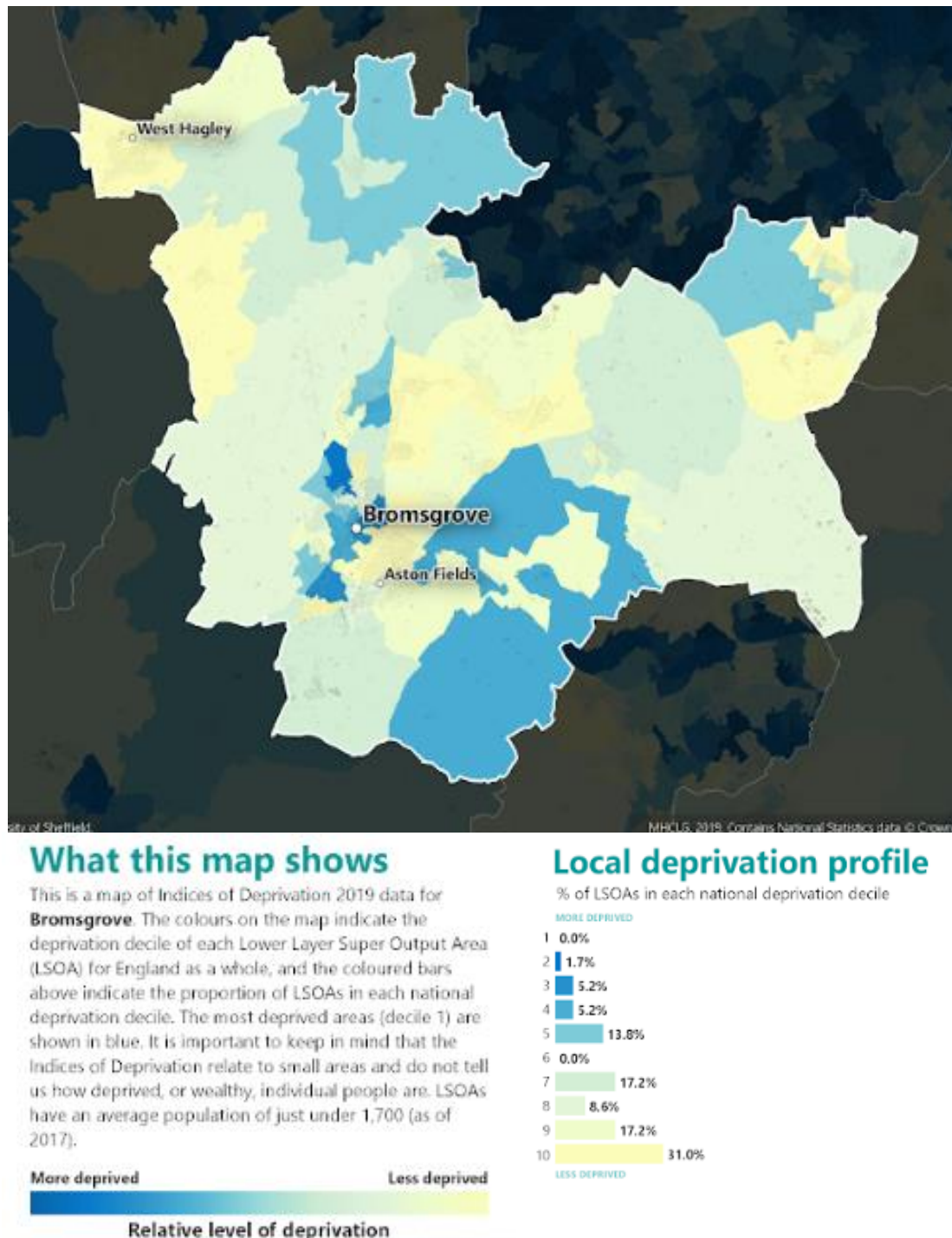
Source: Office for National Statistics – 2011 Census and Census 2021

Deprivation

Deprivation refers to an unmet need, which is caused by a lack of resources including income, employment, health, education, skills, training, crime, access to housing and services and living environment. The deprivation in a community is measured on these different levels, with different data sets showing what could be perceived as deprivation. All these different indices are evaluated to arrive at an index of multiple deprivation (IMD) which presents an overall picture of the deprivation in a community.

According to the 2019 Indices of Multiple Deprivation (**Figure 7-3**), of the 30 local authority areas within the West Midlands, Bromsgrove is one of only six local authority areas that falls within the least deprived (10%) decile and is the only local authority area in the least deprived (10%) decile within Worcestershire. Bromsgrove District ranks in the bottom quarter of most deprived local authorities across England. The District is ranked 282nd out of 326 local authorities, where a rank of 1 is the most deprived in the country and a rank of 326 is the least deprived. This is an increase from the 2010 Indices, whereby Bromsgrove was positioned 280th out of 354 local authorities nationally (this change in the number of local authorities might be attributed to some double counting across local, county and unitary authorities previously).

Figure 5-3 - Bromsgrove Index of Deprivation by LSOA 2019



Source: The English Indices of Deprivation 2019⁵¹

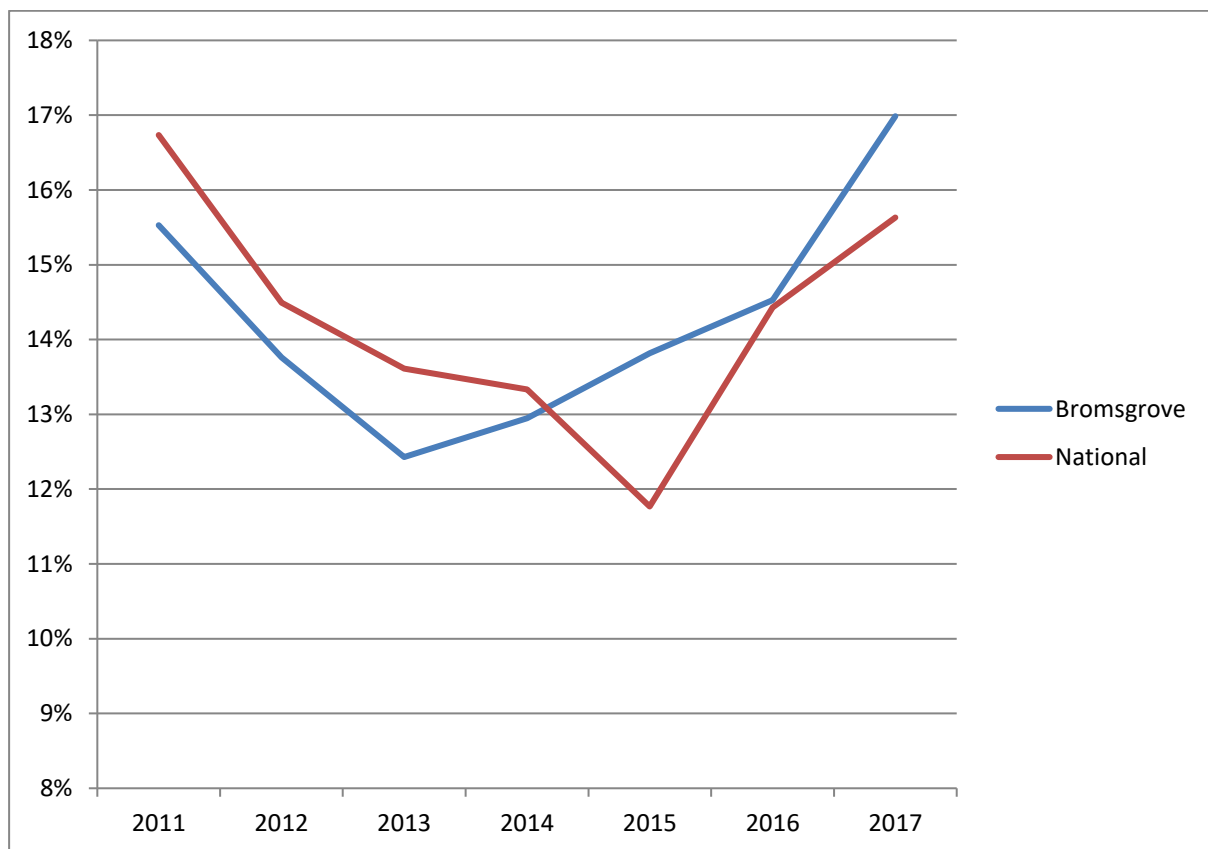
⁵¹ English indices of deprivation 2019 [English Indices of Deprivation 2019 - Maps - Google Drive](#)

Crime

In order to put crime rates into perspective, the Crime Survey for England and Wales (CSEW) (2017) shows that many of the high-volume crimes, such as lower harm violent crime, criminal damage and most types of theft, were either estimated to be at levels similar to the previous year or to have fallen. It also shows that crime historically has not been a common experience for most people, with 8 in 10 adults surveyed by the CSEW not being a victim of any of the crimes asked about in the survey.

Bromsgrove has traditionally been a safe place to live, with levels of crime being lower than the National average. However, data shows that the crime rate overall in Bromsgrove is now slightly higher than the national average, as shown on **Figure 5-4** below.

Figure 5-4 - Crime Rates in Bromsgrove and Nationally



Annual data presented as a percentage of the overall total recorded crimes for the period 2011-2017⁵²

⁵² UKCrimeStats <http://www.ukcrimestats.com/Subdivisions/DIS/2477/> http://www.ukcrimestats.com/National_Picture/

The overall crime rate in Bromsgrove as of 2023 was 82 crimes per 1,000 people, which is 11% higher than that for Worcestershire (rate of 74 per 1,000 people)⁵³. However, Bromsgrove is identified as the second safest medium-sized town in Worcestershire and the 32nd most dangerous overall out of Worcestershire's 195 towns, villages, and cities. Violence and sexual offences were the most common form of crime within Bromsgrove with 1,160 offences recorded during 2023 (crime rate of 34). However, this is 11% lower than 2022, which recorded 1,306 offences of this type of crime (crime rate of 38).

Fear of crime is not an issue in Bromsgrove. The Council's 2015 Viewpoint Survey revealed that 69% of residents felt very safe/fairly safe after dark in their local neighbourhood as opposed to 14% who felt very unsafe/fairly unsafe. This is an improvement from the first Viewpoint Survey (2009) which recorded levels of 56% and 25% respectively.⁵⁴ Residents were asked how much they thought certain issues were a problem in their neighbourhood. 25% of respondent thought that litter was a problem, 19% of respondent thought drug use/ dealing was a problem whilst 15% of respondent thought and groups hanging around on the streets was an issue.⁵⁵

In the Bromsgrove 2022 Community Survey Results⁵⁶, 8.2% of respondents (37 people) had been or a member of their household a victim of a crime in the past 12 months, with this being 7.1% of respondents (32 people) being the victim of a crime 1-5 years ago. In terms of Anti-social behaviour (ASB), 23.8% (107 people) of respondents had or someone in their household had, been the victim of ASB in the past 12 months, with this being 9.6% (43 people) experiencing ASB 1 to 5 years ago.

The 2022 Community Survey also highlighted that dissatisfaction with the level of littering within Bromsgrove was high.

Community Facilities and Services

The Council is responsible for the following key leisure and cultural services: allotments, arts development, play areas, parks, open spaces and sports pitches, sports development and sports facilities at the Bromsgrove Sport and Leisure Centre.

The District contains a number of Commons and Greens in rural areas. The commons are; Clent Common, Gannow Green Common, Hollies Hill Common, Romsley Hill Common, Sling Common, The Marlhole, Putney Lane, Romsley, Uffmoor Green Common and Walton Pool Common. A number of traditional Village Greens are also located in the District's rural areas. These are: Alvechurch Green, Belbroughton – Bradford Lane Green, Belbroughton – Holy Cross Green, Broad Green, Tardebigge, Holy Cross Village Green and Woodcote Green.

⁵³ CrimeRate (2024) Crime and Safety in Bromsgrove, Worcestershire. Available from: <https://crimerate.co.uk/worcestershire/bromsgrove#:~:text=Bromsgrove%20is%20the%20second%20safest,82%20crimes%20per%201%2C000%20people.>

⁵⁴ BDC Viewpoint Survey, May 2015

⁵⁵ BDC Viewpoint Survey, May 2015

⁵⁶ Bromsgrove District Council (2023) Community Survey Results 2022. Available from: <https://www.bromsgrove.gov.uk/council/policy-and-strategy/consultations/community-survey-results.aspx>

Allotments can provide a source of exercise as well as giving residents the chance to meet new friends and grow fresh produce. The District Council manages eight allotment sites of varying sizes, the biggest being at Marlbrook, which has 110 plots, and the smallest being in Aston Fields. In some rural areas allotments are also provided by Parish Councils. There are currently waiting lists on all eight Council-managed allotment sites and only Bromsgrove residents can apply.

There are three Country Parks in the District: the Clent Hills Country Park, the Waseley Hills Country Park and the Lickey Hills Country Park. These three parks form a natural boundary to the conurbation and are important for leisure and wildlife purposes. They are recognised as strategic green infrastructure assets in the Worcestershire Green Infrastructure Strategy.

There are a number of private leisure facilities throughout the District including health & fitness clubs, golf courses, indoor bowling greens, tennis courts, swimming pools and so on. The recently completed £10.3m Bromsgrove Sport and Leisure Centre (owned by the Council and run by Everyone Active), has a wide range of facilities, including two pools, a gym, climbing wall and spa.

Due to the rural nature of the District and population spread it is important that dual use/community use opportunities are maximised across the District to meet local demand and the extended schools agenda. Existing dual/community use schemes include Aston Fields Middle School, Bromsgrove School, Catshill Middle School, Hagley Catholic High School, Parkside Middle School/ Meadows First School, South Bromsgrove Community High School and Waseley Hills High School and Sixth Form Centre.

Although there is no established cinema in Bromsgrove, Artrix (the theatre) shows around two film screenings a day. Due to the dispersed population and the closeness of major cultural centres such as Birmingham, Worcester and Stratford, the potential for major cultural facilities in the District is limited, however by adopting a more focused local programme the potential of the facility will be maximised. Films are also shown by the Bromsgrove Arts group out of Fairfield Village Hall, though it focuses on older films and recordings of live performances mainly⁵⁷.

There are a number of shopping locations in the District catering largely for the day to day needs of residents. These shopping locations are in Alvechurch, Barnt Green, Aston Fields, Catshill, Hagley and Wythall. The main exceptions are Bromsgrove Town and Rubery. The latter, on the southern fringe of Birmingham, serves as a suburban shopping area; the former evolved as a market town serving a wide and predominantly rural hinterland although its present attractions are disadvantaged by the greater range and size of stores and facilities in neighbouring centres such as Birmingham, Worcester, Redditch, Solihull and Merry Hill. Bromsgrove Town Centre is monitored annually via the Town Centre Health Check. This looks at the health of the Town Centre and reports on the number of vacant units, the amount of pedestrian footfall and the range of uses on offer. In terms of the range of uses on offer, the 2015/16 figures have remained fairly consistent with the 2014 ground floor use class survey, with only relatively few changes. The number of retail units (A1) has increased across the Town Centre by six units, with the largest increase being in the Primary

⁵⁷ Bromsgrove Arts (2024) Bromsgrove Arts. Available from: <https://bromsgrovearts.org.uk/>

Shopping Zone. The number of vacant units has decreased from 42 to 35 units, representing 10.3% of all units.

The health of the local centres is also monitored (although less frequently) and while Catshill and Hagley have seen an increase in A1 retail uses since 2013, Alvechurch, Barnt Green, Rubery and Sidemoor have lost retail units (**Table 7-1**). The figure also shows an increase in vacant units across Alvechurch, Hagley, Rubery and Sidemoor since they were last monitored in 2013 (**Table 7-2**).

Table 5-1 - A1 Retail Uses in Bromsgrove

A1 Retail Uses						
	2013 No of units	2017 No of units	Change	2013 % total units	2017 % total units	% change
Alvechurch	16	13	-3	42.1%	32.5%	-9.6%
Aston Fields	14	14	0	45.2%	45.2%	0.0%
Barnt Green	28	27	-1	62.2%	57.4%	-4.8%
Catshill	7	8	1	35.0%	40.0%	5.0%
Hagley	25	27	2	55.6%	57.4%	1.8%
Rubery	61	55	-6	56.5%	50.9%	-5.6%
Sidemoor	9	7	-2	60.0%	46.7%	-13.3%
Wythall	22	22	0	62.9%	62.9%	0.0%

Table 5-2 - Vacant Units in Bromsgrove

Vacant units						
	2013 No of units	2017 No of units	Change	2013 % total units	2017 % total units	% change
Alvechurch	1	4	3	2.6%	10.0%	7.4%
Aston Fields	3	2	-1	9.7%	6.5%	-3.2%
Barnt Green	1	1	0	2.2%	2.1%	-0.1%
Catshill	0	0	0	0.0%	0.0%	0.0%
Hagley	1	2	1	2.2%	4.3%	2.1%
Rubery	7	9	2	6.5%	8.3%	1.8%

Vacant units						
Sidemoor	0	1	1	0.0%	6.7%	6.7%
Wythall	1	1	0	2.9%	2.9%	0.0%

As part of the Bromsgrove Town Centre Regeneration programme, Bromsgrove has had major investment in its health services with the opening of the new multi-million pound Town Centre Health Centre - Churchfields. In addition to Churchfields, there are 20 other GP surgeries/health centres across the District, as well as 17 pharmacies. These are generally concentrated within the District's large settlements.

Open Space

The provision of open space, sports and recreational facilities can play a significant role in the promotion of healthy lifestyles and can be a benefit to both physical and mental health as well as provide connectivity and visual attractiveness within and near to urban environments.

Access to open space is important for the health and wellbeing of individuals and communities, as well as improving the visual amenity of an area and providing habitats for wildlife and encouraging biodiversity. Open space can also improve air quality, provide air cooling, and help reduce impacts of flooding. It is an important community facility and an asset to developments. The Council's open space complement comprises seven components as set out in **Table 7-3** below⁵⁸.

Table 5-3 - Type and Number of Open Spaces in Bromsgrove

Type of Open Space	Description (where required)	Number of Sites	Area (Ha)	% Total Area
Parks and Gardens	Including urban parks and formal gardens for informal recreation and community events.	14	56.20	3.90
Natural and Semi Natural Open Space	Including woodlands, urban forestry, scrub, grassland, wetlands, open and running water, wildlife meadows, heathland and country parks.	37	341.56	23.69
Amenity Green Space	Including informal recreation spaces, green spaces in and around housing and greens. They are important to enhance the visual appearance of residential areas and are not laid out or managed for a specific formal function such as a park or sports pitch.	214	53.25	3.50
Provision for Children and Young People	Equipped areas of play designed for play and social interaction. Including multi-use games areas (MUGAS), skate parks and teen shelters.	104	6.52	6.52

⁵⁸ Open Space Study 2022, Bromsgrove District Council

Type of Open Space	Description (where required)	Number of Sites	Area (Ha)	% Total Area
Outdoor Sports Facilities	Including tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields where available to the general public, and other outdoor sports areas.	148	558.64	38.75
Allotments	These provide opportunities for people to grow their own vegetables and other produce and stay active.	17	19.66	1.36
Country Parks		11	384.70	26.68
Civic Spaces		11	0.12	0.01
Cemeteries and Churchyards		34	23.93	1.66

District-wide, there is an average of 8.85ha of open space per person, although as might be expected, this figure conceals significant ward-by ward variation, with 24 wards having less than the average and 5 above it.

There is an overall deficit of open space for the population for all typologies with the exception of Parks and Gardens and Outdoor Sports Facilities. There is a lack of Provision for Young People and of Amenity Green Space. However, there are more areas for these two open space typologies within the Parishes than for all other typologies, with the exception of Outdoor Sports Facilities.

The highest quantities of unrestricted open space are Country Parks (3.85 hectares per 1,000 population) and Natural and Semi-Natural Green Space (3.42 hectares per 1,000 population). This is because the sites are very large in area. There are similar levels of provision of Parks and Gardens, and Amenity Green Space, with 0.56 hectares per 1,000 population and 0.49 hectares per 1,000 population respectively. This is closely followed by Outdoor Sports Provision with 0.46 hectares per 1,000 population.

Supply of Provision for Children and Young People is also very low, equating to 0.07 hectares per 1,000 population and, with only 0.12 hectares of Civic Space in the district, there is only 0.001 hectares per 1,000 population. This is because the sites are small in area.

Likely Evolution of the Baseline without the District Plan

The population of England is predicted to rise by around 10.3 million (19%) between 2011 and 2039. Bromsgrove's predicted growth over the same period is around 15%. This is slightly lower than the predicted growth for both England and the West Midlands (16%), but higher than the predicted growth for Worcestershire as a whole (12%). The shift in trend across all age groups is consistent across all locations, however Bromsgrove's aging population (65+) is predicted to increase by 9.2% which is higher than that predicted for England (7.7%) and the West Midlands (6.9%). As **Table 7-4** shows, this is lower than the predicted aging population growth across Worcestershire as a whole (10.2%), however this can be attributed to other Districts in the County that historically have a higher proportion of aging residents.

Table 5-43 - Population Change by Age Range 2011-2039

	2011	2039	2011	2039	2011	2039	2011	2039	2011	2039	2011	2039
Age range by %	0-14		15-24		25-59		60-64		65-84		85+	
Bromsgrove	16.3	16.0	11.1	9.5	45.2	39.4	6.9	5.4	17.5	22.6	3.0	7.1
Difference	-0.3%		-1.6%		-5.8%		-1.5%		+5.1%		+4.1%	
Worcestershire	16.5	15.6	11.6	10.2	45.5	39.1	7.2	5.4	16.6	23.0	2.6	6.7
Difference	-0.9%		-1.4%		-6.4%		-1.8%		+6.4%		+3.8%	
West Midlands	18.2	17.6	13.4	12.3	45.5	41.4	6.0	4.9	14.7	19.0	2.2	4.8
Difference	-0.6%		-1.1%		-4.1%		-1.1%		+4.3%		+2.6%	
England	17.7	16.8	13.1	11.8	46.9	42.3	6.0	5.1	14.1	19.2	2.2	4.8
Difference	-0.9%		-1.3%		-4.6%		-0.9%		+5.1%		+2.6%	

The District's population will continue to increase irrespective of a District Plan being in place. Without a Plan in place it will be difficult to influence the provision of services and facilities that an increased population will need to access within the District.

The majority of the District's aging population live in the less built-up areas of the District, meaning that easy access to a wider network of services and facilities may be limited. Without a Plan in place, it will be difficult to ensure that our aging population remains an inclusive part of our District's communities.

Without an adopted District Plan in place, development growth to meet future population growth will not be planned. In consequence, benefits, such as focusing future development in sustainable locations would be dependent on applying national planning policy to individual planning applications, and inevitably would lead to development that would be more fragmented, infrastructure provision more disjointed and less able to meet the future population's needs.

In the absence of a Plan, opportunities to systematically provide for services and facilities is lost, resulting in increased deprivation and a decline in health and well-being.

Based on past trends, it is likely that numbers of people with excess weight and with a recorded diagnosis of diabetes will continue to rise. Without a District Plan it would be difficult to ensure that the district has adequate health care facilities or to restrict the quantity or location of hot food takeaways and drinking establishments.

The range of issues covered in the health and well-being realm means that a raft of strategies from a range of organisations will have an influence on the state of the District and these strategies would be implemented irrespective of a District Plan being in place. However, without specific and detailed district plan policies, the extent to which new development meets the needs of Bromsgrove's communities would be uncertain. Furthermore, the potential opportunities for new development to complement other strategies and tackle deprivation by, for example, providing affordable housing,

ensuring adequate open space provision and meeting the specific need for community facilities and services may not be realised.

Policies in the plan will help promote and contribute to safety in the District by improving public realms to help reduce crime and fear of crime.

Good design principles through development is directly related to crime and will add to the general sense of place and natural surveillance of area. Designing out crime in line with the High Quality Design SPD for new developments will be delivered by incorporating measures and principles consistent with those recommended by 'Secured by Design'.

There will be an opportunity to improve connectivity and access in areas where crime is a problem through the plan review.

Bromsgrove Town Centre has seen some major improvements over recent years and this may be attributed to an increased retail offer and lower vacancy rates. Without policies encouraging the regeneration of other parts of the town centre and protecting it as the main focus for retail in the District, its vitality and viability could be compromised.

Local centres provide vital facilities and services to serve the local populations. The Local Centre monitoring shows that some of the local centres have lost some of their A1 retail uses and has shown a rise in vacancy rates. Without policies protecting the local centres, there may be further decline of these important facilities, which will have a detrimental effect on community life.

Policies in the Plan ensure that all new developments provide open space facilities, which have positive impacts on the District's health and well-being. Without this provision and improvements to it, there may be an increase in some of the negative health impacts suffered in the District such as a decline in mental wellbeing and increased levels of obesity. It would not be possible to influence the quantity, quality and accessibility of green/open spaces or to collect/secure developer contributions. There would also be less opportunity to influence the creation of attractive, safe routes to encourage walking and cycling.

Key Sustainability Issues

- The need to ensure provision of suitable and accessible health care services;
- The need to address the following Health Priority Area Projects for Bromsgrove;
- Improve mental wellbeing;
- Increase physical activity;
- Reduce harm from alcohol;
- Ageing well;
- The need to address the following Indices of Multiple Deprivation issues in the District's most deprived areas: low incomes, high unemployment, low educational attainment and skills and poor health;
- The need to create safe and secure living environments by reducing the level of crime in the District;
- The need to ensure that good design principles are implemented for new development to reduce crime and improve safety;
- The need to improve connectivity and accessibility in the District to reduce the chance of crime related incidents;

- The need to ensure appropriate services and facilities are available and accessible to meet the needs arising from new residential development, whether through new provision or expansion of existing services and facilities;
- The need to support and enhance the existing local centres; and
- The need to protect and enhance open space provision across the District.

8. HOUSING

The Character of the Housing Stock

The tenure of households has historically been dominated by the owner-occupier sector with around 40.6% of the properties in the District being owned outright and 38.9% owned with a mortgage or loan in 2011⁵⁹. In terms of dwelling types, 37.5% of Bromsgrove households were detached, 51.1% % were semi-detached or terraced and 10.5% were flats/ maisonettes in 2011⁶⁰.

In 2021 77.5% of people owned their home in some way, with this being split between 42.3% owning it outright (17,483 households) and 35.2% owning it with a mortgage (14,511 households) ⁶¹. 10.7% of households live in socially rented accommodation (4,417 households). In 2021, 38.1% of all dwellings were detached (15,711 dwellings), 36.1% were semi-detached (14,902 dwellings), 14.2% terraced (5,878 dwellings) and 8.8% flat like dwellings (3,642 dwellings), with considerably less (less than 300) in the other housing categories⁶².

Housing Need and Demand by Sector

Table 8-1 sets out the number of applicants for housing within Bromsgrove and the West Midlands, showing significantly higher demand within Bromsgrove than the West Midlands average over the past 5 years.

Table 8-1 - Number of Applicants on Housing Waiting list 2015/16 – 2022/23

Year	Bromsgrove	Mean for West Midlands Districts
2015/16	1,664	1,477
2016/17	1,906	1,581
2017/18	2,378	1,600
2018/19	2,862	1,876
2019/20	1,835	1,724
2020/21	2,639	1,540
2021/22	3,125	2,019
2022/23	2,636	2,018

⁵⁹ UK Census Data (2011) <http://www.ukcensusdata.com/bromsgrove-e07000234#sthash.4XXXLPUD.dpbs>

⁶⁰ UK Census Data (2011) <http://www.ukcensusdata.com/bromsgrove-e07000234#sthash.3u9aBj0B.dpbs>

⁶¹ ONS (2024) Census Bulk Download – Tenure. Available from: https://www.nomisweb.co.uk/sources/census_2021_bulk

⁶² ONS (2024) Census Bulk Download – Accommodation Type. Available from: https://www.nomisweb.co.uk/sources/census_2021_bulk

Source: https://lginform.local.gov.uk/reports/lgastandard?mod-metric=105&mod-area=E07000234&mod-group=AllDistrictInRegion_WestMidlands&mod-type=namedComparisonGroup

This is not the only indicator of housing need, newly forming households who are unable to affordable open market have to be taken into account as well. This is a particular problem in the smaller rural settlements where property prices are generally higher, meaning that young people are often unable to find a home in the community where they grew up.

The Bromsgrove District Health Profile 2017 confirms that rate of statutory homelessness is better than average at 0.2% compared with England (0.9%) during the 2015/16 data capture period⁶³. The 2022 Health Profile identifies that homelessness has increased to 0.4% in Bromsgrove⁶⁴.

Likely Evolution of the Baseline without the District Plan

Housing affordability is an issue within the District, coupled with lower than average levels of affordable housing stock. The absence of an up-to-date Plan would restrict the Council's capacity to negotiate appropriate levels and types of affordable housing provision in the District that would meet housing needs. Homelessness is also on the rise.

Key Sustainability Issues

- The need to continue to provide homes that are accessible to those in most acute need;
- The need to enable housing growth and plan for a mix of housing types and tenures to meet the requirements of all households; and
- The need to create places to live in sustainable locations.

9. ECONOMIC ACTIVITY AND EDUCATION

Economically Active Population

In 2023 there were 52,900 people economically active within Bromsgrove, with 1,500 people identified as unemployed⁶⁵. Nomis identifies that this means Bromsgrove has an economically active rate of 85.9%, which is higher than the rate identified for the West Midlands (75.2%) and Great Britain (78.8%). Bromsgrove also benefits from a lower than the West Midlands (4.4%) and Great Britain (3.7%) unemployment rate at 2.8%.

Employment

Whilst Bromsgrove District has never been home to a particularly high concentration of (heavy) manufacturing industries, notable losses of large industrial sites at MG Rover in Longbridge and Garringtons/UEF in Bromsgrove were indicative of the deindustrialisation that occurred across the West Midlands in the second half of the 20th century. This is now reflected in the spread of jobs that

⁶³ <http://fingertips.phe.org.uk/profile/health-profiles>

⁶⁴ Office for Health Improvement & Disparities (2023) Local Authority Health Profile – Bromsgrove. Available from: <https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/gid/1938132701/pat/6/par/E12000005/ati/301/are/E07000234/yr/3/cid/4/tbm/1>

⁶⁵ Nomis (2024) Labour Market Profile – Bromsgrove. Available from: [Labour Market Profile - Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](https://nomisweb.co.uk)

people who work in Bromsgrove District are currently employed in. The dominant employment sectors in Bromsgrove District are service related industries.

Of note is the almost doubling of business enterprises in the District over the decade 2010-2021 which is proportionately higher than the equivalent growth in the West Midlands and Great Britain over the same period, though the Covid-19 pandemic and economic factors has heavily harmed the total number of enterprises in Bromsgrove in recent years (2021: 7,250, 2023: 5,065) (**Table 9-1**)⁶⁶. Of these enterprises, the majority are micro businesses (0-9 employees), slightly higher than for the West Midlands (**Table 9-2**)⁶⁷.

Table 9-1 - Total Number of Enterprises in Bromsgrove District 2010-2023

Year	Bromsgrove	West Midlands	Great Britain
2010	4,115	171,405	2,031,845
2011	4,005	167,585	2,012,900
2012	4,125	171,200	2,081,700
2013	4,140	171,750	2,100,890
2014	4,255	177,880	2,197,000
2015	4,465	191,580	2,382,370
2016	4,625	200,550	2,485,410
2017	7,185	213,455	2,598,095
2018	9,635	212,505	2,596,320
2019	5,640	213,915	2,643,875
2020	9,180	221,910	2,674,520
2021	7,250	219,395	2,688,450

⁶⁶ [Nomis \(2024\) Labour Market Profile – Bromsgrove, Total Enterprises Bromsgrove. Available from: Labour Market Profile - Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](#)

⁶⁷ [Nomis \(2024\) Labour Market Profile – Bromsgrove. Available from: Labour Market Profile - Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](#)

2022	5,170	221,510	2,689,750
2023	5,065	217,885	2,648,660

Source: Nomis Total Enterprises Bromsgrove [Labour Market Profile - Nomis - Official Census and Labour Market Statistics](https://www.nomisweb.co.uk/labour-market-profile) ([nomisweb.co.uk](https://www.nomisweb.co.uk))

Table 9-2 - Number and Proportion of Enterprises by Size, 2021 and 2023

Enterprises	2021			
	Bromsgrove (Numbers)	Bromsgrove (%)	West Midlands (Numbers)	West Midlands (%)
Micro (0 To 9)	6,730	92.8	196,330	89.5
Small (10 To 49)	440	6.1	18,760	8.6
Medium (50 To 249)	65	0.9	3,365	1.5
Large (250+)	20	0.3	935	0.4
Total	7,250	-	219,395	-
Enterprises	2023			
	Bromsgrove (Numbers)	Bromsgrove (%)	West Midlands (Numbers)	West Midlands (%)
Micro (0 To 9)	4,525	89.3	193,710	88.9
Small (10 To 49)	450	8.9	19,860	9.1
Medium (50 To 249)	70	1.4	3,370	1.5
Large (250+)	20	0.4	945	0.4
Total	5,065	-	217,885	-

Source: Nomis Total Enterprises Bromsgrove [Labour Market Profile - Nomis - Official Census and Labour Market Statistics](https://www.nomisweb.co.uk/labour-market-profile) ([nomisweb.co.uk](https://www.nomisweb.co.uk))

Job Density

Bromsgrove's jobs density, that is the ratio of total jobs (including self-employed) to the number of people aged 16-64, sits at 0.91, which is higher than the West Midlands (0.83) and Great Britain (0.87)⁶⁸. This implies that the District benefits from a good job density.

Commuting Patterns

Out-commuting is high at 26,108 people, compared to 18,892 inward-commuting, giving a net out-commuting level of 7,216 people⁶⁹. The principal flows are out to jobs within the local authority

⁶⁸ Nomis (2024) Labour Market Profile – Bromsgrove. Available from: [Labour Market Profile - Nomis - Official Census and Labour Market Statistics](https://www.nomisweb.co.uk/labour-market-profile) ([nomisweb.co.uk](https://www.nomisweb.co.uk))

⁶⁹ <https://www.nomisweb.co.uk/census/2011/WU03UK/chart/1132462331>

areas of Birmingham, Solihull, Redditch, and Dudley. As discussed with reference to jobs density, this pattern is indicative of the type of jobs available within Bromsgrove District relative to the employment demand of the District's residents; however, it also reflects the geography of Bromsgrove and its position on the edge of the West Midlands conurbation⁷⁰.

Earnings

The Annual Survey of Hours and Earnings (ASHE) 2017 shows that the average weekly earnings of people who live within the District are £668, compared to £621 per week nationwide. In 2023 the UK had a median gross weekly pay of £681.70 with a median hourly pay of £17.40, which is lower than Bromsgrove (median gross pay £766.50, median hourly pay £19.17)⁷¹.

Economic Performance

Between 1998 and 2016, Bromsgrove's economic productivity measured as Gross Value Added (GVA) per head of population grew at the second highest rate of all local authorities in the West Midlands region, with only Stratford on Avon's growing at a faster rate during this period.

Considering a shorter period of 10 years from 2007-2016 however, the rate of Bromsgrove's increase in GVA per head slipped to fourth highest in the region behind Stratford on Avon, North Warwickshire, and Warwick Districts⁷².

In 2020 HVA was £2,793, which rose by 0.6% to hit £2,816 in 2021⁷³. When considered GVA when factoring in a place population, Bromsgrove has a GVA per head of £27,822 in 2020, which rose 1.8% to £28,309 in 2021.

Employment Land

Table 9-3 shows the level of employment land supply in the District (at April 2017). The majority of the District's current stock of strategically significant employment land is contained on a small number of sites, in particular to the south of Bromsgrove, at Sherwood Road/Bromsgrove Enterprise Park (George Road and Isidore Road), Buntsford Park Road/Buntsford Drive, and at Harris and Saxon Business Parks. There are a couple of outlying sites at Wythall Green Business Park and the Cofton Centre as well. In addition, 5 hectares of land within the total below was allocated in the Bromsgrove District Plan as part of site BROM2 in Policy BDP5A.

Table 9-3 - Bromsgrove District Employment Land Supply, April 2017

Category	Land Supply (hectares)
Sites with planning permission (including windfalls)	13.1
Outstanding capacity on previously allocated district plan sites	12.27

⁷⁰ For further data regarding travel to work (method used and distance travelled), please see the Infrastructure and Accessibility baseline section.

⁷¹ Nomis (2024) Annual survey of hours and earnings – resident analysis. Available from: [annual survey of hours and earnings - resident analysis - Nomis - Official Census and Labour Market Statistics \(nomisweb.co.uk\)](https://www.nomisweb.co.uk/annual-survey-of-hours-and-earnings-resident-analysis)

⁷² <https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/regionalgrossvalueaddedbalancedbylocalauthorityintheuk>

⁷³ Midlands Engine Observatory (2023) GVA 2023 Release. Available from: <https://midlandsengine.org/wp-content/uploads/2023/04/ME-GVA-2023-Release-1.pdf>

Newly allocated sites (BDP, Jan 2017)	5
Total Commitments/Allocations	30.37
Completions (2011 – 2017)	5.01
Total Employment Land Supply 2011-2030*	35.38

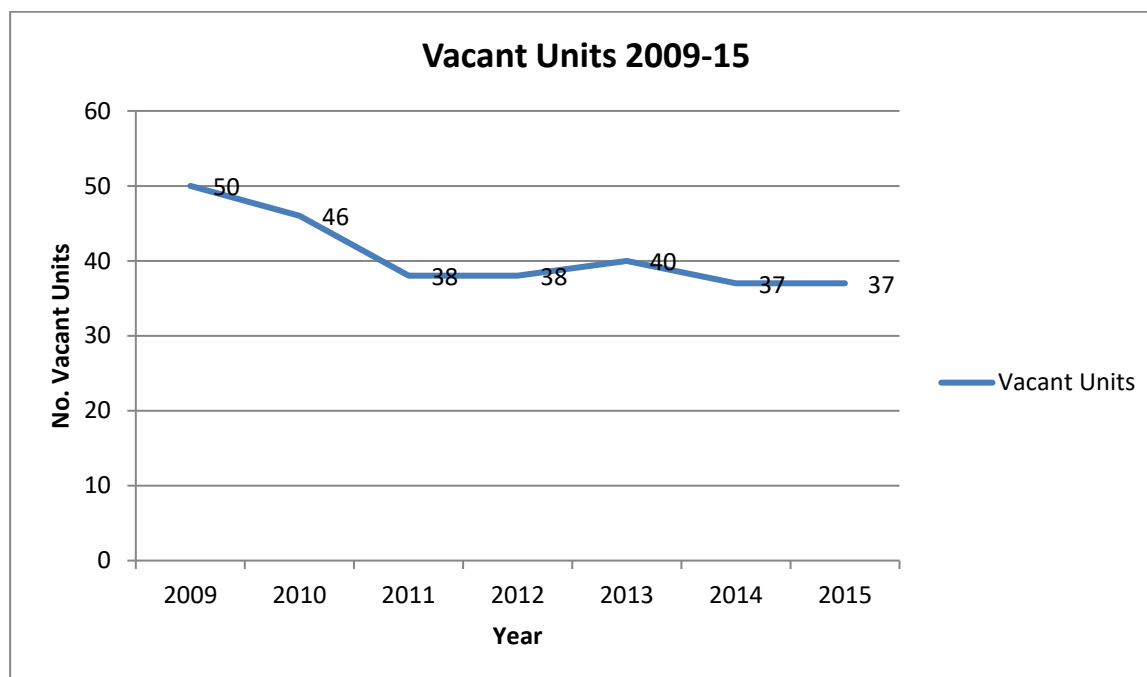
(*Excluding land allocated at Ravensbank Business Park and Longbridge)

In 2019, Aecom was commissioned by the Council to investigate how much employment land Bromsgrove needs to allocate in the future⁷⁴. This report identified that an additional 8 hectares of employment land was required between the period 2018-2040 based on a hybrid scenario projection approach. The main demand for employment land is predicted to originate from B8 use-classes.

Bromsgrove Town Centre

Bromsgrove Town Centre is the focus of retail activity within the District, although bordering areas with larger urban centres can often provide a much wider range of goods which means trade is lost to these neighbouring centres. Town Centre vacancy rates for recent years show an improving picture immediately following the recession in 2008 however this has plateaued in more recent years with the number of vacancies in Bromsgrove Town Centre remaining fairly constant at around 37-40 units, equating to 11-12% vacancy rate (**Figure 9-1**).

Figure 9-1 - Bromsgrove Town Centre Vacant Units



⁷⁴ AECOM (2019) Bromsgrove Employment Land Need Analysis. Available from: <https://www.bromsgrove.gov.uk/media/4745843/Bromsgrove-Employment-Land-Need-Analysis.pdf>

In recent years, significant improvements to the quality of the environment of Bromsgrove High Street have taken place. The Town Centre now benefits from new high quality granite paving along the full length of the High Street with distinct areas for market stalls and street cafes, new benches, trees and lighting. The market was relocated back into the High Street.

Other major developments over the last few years in and around Bromsgrove Town Centre include a new health centre and library at Parkside, a new leisure centre replacing the old Dolphin Centre, a new police and fire station at Slideslow Drive, as well as redevelopment and expansion of Bromsgrove train station.

Skills and Education

Education in Bromsgrove is administered by Worcestershire County Council (WCC) as the Local Education Authority (LEA). Some parts of the District, namely Hagley, Wythall and Rubery have traditionally been part of a two-tier system of education based on 4-10 age group primary schools, and 11-18 age group secondary schools, which can be attributed to their close proximity to the West Midlands conurbation and the operation of a two-tier system there. However, in Bromsgrove town and the surrounding villages, education has traditionally been provided via a three-tier system based on 4-8 age group first schools, 9-12 age group middle schools and 13-18 age group high schools. This approach changed through the Government's introduction of the Academy Conversion programme and the Education Act 2011.

LEA's have a statutory duty to ensure sufficient school places in their area under section 14 of the Education Act 1996. Under the Education Act 2011 and the Academy Conversion Programme, the LEA is now a commissioner of places as opposed to a provider. The LEA works with schools to ensure the correct balance in meeting the statutory duty placed upon it and will remain the central point of contact to ensure the delivery of school places.

There are 39 schools within the District, of which only two have academy status (St. John's CE Middle School Academy and South Bromsgrove High School). The breakdown of the 39 schools is as follows: 17 first schools, 5 middle schools, 2 high schools serving 13-18 year-olds, 9 primary schools, 4 secondary schools, serving 11-18 year olds, and 2 special schools. Some of the first and primary schools have attached LEA run nurseries.

With respect to capacities in the District's schools⁷⁵, high numbers are currently being experienced at first school level. Predictions indicate that these numbers will dip in 2020 and then return to higher operating levels circa 700 against combined Published Admission Numbers (PAN) of 730 in 2021. First schools are operating above 95% capacity and, in some year groups at 96% and 97% capacity. Pupil numbers remain a challenge in the town and central area spilling out to the peripheral and outlying areas.

Predictions for middle school forecasts indicate that pupil numbers will continue to operate at or above 98% capacity for the foreseeable future, with a bulge year in 2019. Higher pupil numbers have already started to feed through from the first schools into the middle schools, where PAN's

⁷⁵ WCC: Strategic Infrastructure and Economy

currently exceed those of the middle schools. Provision has been made to utilise space within existing middle schools with increased PANs over the 2016-2018 period. Future demographic trends indicate that pupil numbers fluctuate year on year but are set to remain between 660 and 690, against a current combined PAN of 680.

Transfer rates to high schools have historically been lower than at middle school to take account of a small number of pupils who transfer to a two-tier system at the end of Year 6. Current predictions indicate however, that pupil numbers are set to increase from 2021, falling away in 2022 but rising again in 2023 and remaining high for the foreseeable future. The higher middle school numbers that are set to feed through the system will absorb the operating surplus and exceed the current PANs. The two maintained high schools currently operate a combined PAN of 335.

The population in Bromsgrove on average has higher levels of qualification than the regional and national averages. With respect to GCSE attainment, the average attainment 8 score across Bromsgrove District high schools is 48.8 compared to 46.4 for Worcestershire and 46.3 for England (Table 9-4).

Table 9-4 - Overall school performance at end of key stage 4 (2017)

School	Progress Score and Description ⁷⁶	Attainment Score ⁷⁷	Grade 5 or above in English & Maths GCSEs ⁷⁸
Hagley Catholic High School	Average: -0.15	52.7	61%
Haybridge High School & Sixth Form	Above average: 0.31	57.3	68%
North Bromsgrove High School	Well below average: -0.62	40.7	33%
South Bromsgrove High School	Average: -0.04	48.8	50%
Waseley Hills High School	Below average: -0.48	43.3	28%
Woodrush High School	Average: -0.05	49.3	44%
Worcestershire	Average: -0.03	46.4	44.1%

⁷⁶ Progress 8 score: Score shows how much progress pupils at this school made between the end of key stage 2 and the end of key stage 4, compared to pupils across England who got similar results at the end of key stage 2. A score above zero means pupils made more progress, on average, than pupils across England who got similar results at the end of key stage 2. A score below zero means pupils made less progress, on average, than pupils across England who got similar results at the end of key stage 2.

⁷⁷ Attainment 8 score: Schools get a score based on how well pupils have performed in up to 8 qualifications, which include English, maths, 3 English Baccalaureate qualifications including sciences, computer science, history, geography and languages, and 3 other additional approved qualifications.

⁷⁸ Grade 5 or above in English & maths GCSEs: Percentage of pupils who achieved grade 5 or above in the 2017 reformed English and maths GCSEs. Reformed GCSEs are graded 1 (low) to 9 (high). Grade 5 in the new grading is a similar level of achievement to a high grade C or low grade B in the old grading.

Table 9-5 highlights the attainment within Bromsgrove for its population and highlights that Bromsgrove's population has a considerably higher rate of RQF4 and above attainment (62.2%) than both the West Midlands (42.5%) and Great Britain (47.3%). It also demonstrates Bromsgrove has a very low proportion of its population with no qualifications.

Table 9-5 - Qualifications Jan 2023 to Dec 2023

	Bromsgrove (Level)	Bromsgrove (%)	West Midlands (%)	Great Britain (%)
RQF4 And Above	34,800	62.2	42.5	47.3
RQF3 And Above	46,400	83.0	63.6	67.8
RQF2 And Above	53,800	96.3	84.3	86.5
RQF1 And Above	53,800	96.3	87.5	89.0
Other Qualifications			5.2	4.6
No Qualifications			7.3	6.5

Likely Evolution of the Baseline without the District Plan

Aspects of the economy where Bromsgrove District performs well, such as low unemployment rates and high levels of self-employment including strong growth in micro and small enterprise start up, may continue due to Bromsgrove's relatively prosperous and highly qualified resident population.

Although jobs density in the District is higher than the national average, it is somewhat lower than other strongly performing economies in the West Midlands, such as Warwick District. Without planning for growth in the local economy in Bromsgrove by increasing the supply of local jobs, it is likely that the jobs density level would fall further behind other economies in the region.

The level of net out-commuting from the District, and the shrinking proportion of people aged between 16 and 64 years of age, would likely be accelerated should a District Plan deliver new housing growth without planning for growth in employment land provision. This is especially the case should Bromsgrove District accommodate any amount of the unmet housing need within the Birmingham and Black Country Housing Market Area.

Available employment land supply, particularly sites large enough to attract inward investment from outside of the District and potentially accommodate larger scale employers, will diminish without new site allocations. Not only could this prevent attracting new sectors (and potentially higher paid jobs) to the District with specific land requirements, a limited land supply could also increase pressure on rents on existing sites and impact on existing occupiers.

The need for school places will continue regardless of a Plan being in place and this is monitored and forecasted by the LEA. However, without a Plan, the location where new facilities are needed may be difficult to predict and opportunities to secure planning obligations that could contribute to the delivery of school places may not be realised.

Key Sustainability Issues

- The need to address the issue of average employee earnings for those working in the District, which are significantly lower in comparison to West Midlands and national levels;

- The need for higher paid jobs to encourage residents to live and work in the District, thereby reducing out-commuting;
- The need to address the fact that existing employment land supply is on historical sites and the stock is predominantly dated with low levels of completions in recent years;
- The need to maintain high levels of educational attainment within the District and skills in the local labour force;
- The need to consider that retention and expansion of the manufacturing sector in Bromsgrove could have knock on benefits for other industries, particularly smaller businesses; and
- The need to ensure that education facilities meet the needs of the District's population.

10. TRANSPORT AND ACCESSIBILITY

Road Network Capacity

Bromsgrove District is well served by the national road network, with two major motorways passing through the District (M42 and M5), several major A-roads (A38, A435, A441, A456 and A491) and an extensive rural road network linking the main urban areas in the District with rural villages. The strategic road network, which includes motorways across the country, is managed by Highways England whilst the local road network in Bromsgrove District, including each of the major A roads listed above, is the responsibility of the Highways Authority for the area – Worcestershire County Council

Highways England's Road Investment Strategy (RIS) initiative, allocates funding for highways infrastructure schemes on the Strategic Road Network (SRN) in five year periods. Funding was allocated in RIS1 (2015-2020) for work on the M5 junction 4a-6 to upgrade to a smart motorway⁷⁹, with these works completed in 2017. The RIS 2020-2025 identifies further improvements and maintenance to ensure this section of infrastructure can continue to operate as a smart motorway to M5 Junctions 4A-6⁸⁰.

In addition to Highways England's RIS schemes, Worcestershire County Council Highways Authority carried out work to provide improvements to the A38 as part of a £38 million major scheme bid.

Car Ownership

Data from the 2021 Census shows that car ownership in Bromsgrove District is higher than the regional (33.8%) and national (32%) average, with 50.3% of households having two or more cars / vans. This figure is up from 46.9% since the 2001 Census and is higher than all other local authority areas in Worcestershire (with the County average being 43.1%).

⁷⁹ "Smart motorways increase the capacity of the road, without the expense and hassle of widening the road, by either temporarily or permanently opening the hard shoulder to traffic. The technology is controlled from a regional traffic control centre."

<https://www.gov.uk/guidance/how-to-drive-on-a-smart-motorway>

⁸⁰ Department for Transport (2020) Road Investment Strategy 2: 2020-2025. Available from: <https://assets.publishing.service.gov.uk/media/5ffb39808fa8f56405c5f5bf/road-investment-strategy-2-2020-2025.pdf>

As of 2021, 11.4% of households within Bromsgrove didn't have a car/van, with 36.2% of households having one car/van, 37.2% of households having access to 2 cars/van and 15.2% of households having access to 3 or more cars/van⁸¹.

Regionally (West Midlands), the 2021 Census identified the following: no car/van 21.5%, one car/van households 40.6%, two car/van households 27.8% and three car/van households 10.2%.

Nationally, the 2021 Census identified the following nationally: no cars/van households 23.5%, one car/van households 41.3%, two car/van households 26.1% and three car/van households 9.1%.

Such data highlights that the households of Bromsgrove, especially when compared to regional and national norms, are rarely without a car/van and often the households of Bromsgrove have access to several vehicles.

Bus Services

Bromsgrove District benefits from a range of inter-urban bus services which are key to providing access to employment opportunities and key services and facilities across the region, these services include:

- 20 QE Hospital – Bromsgrove
- 52 Redditch – Kidderminster
- 52A Redditch – Bromsgrove
- 90 Bromsgrove – Sidemoor – Catshill (Byron Way)
- 91 Bromsgrove – Lickey End – Catshill
- 93 Bromsgrove – Charford (Circular)
- 144 Catshill, Green Lane – Worcester Bus Station
- 145 Rubery – Broitwich
- 145A Rubery – Wychbold
- 147 Halesowen – Bromsgrove
- 182 Redditch – Bromsgrove
- 183 Redditch – Bromsgrove
- 202 Halesowen – Bromsgrove
- 202S Halesowen – Bromsgrove
- 318 Bromsgrove Railway Station 1 – Stourbridge Interchange
- 322 Bromsgrove – Dodford – Fairfield - Bromsgrove⁸²

In addition to linking settlements across the District and wider region, many of the above bus services also provide links to local train stations which provides further opportunities for accessing sustainable transport options to travel across the region and connections further afield if required.

Rural areas of the District are served by more infrequent bus services which have limited hours of operation; however, for some residents such services do provide access to key services and facilities, including the rail network. Punctuality and reliability can be an issue for inter-urban and

⁸¹ ONS (2024) Census Bulk Download – Car or van availability. Available from: https://www.nomisweb.co.uk/sources/census_2021_bulk

⁸² Bustimes.org (2024) Bromsgrove. Available from: <https://bustimes.org/localities/bromsgrove>

local bus services operating within the District. Constraints on the highway network are likely to be the main cause of this. Poor punctuality and reliability negatively impacts upon passenger confidence and can lead to increasing operating and passenger costs.

Rail Services

The District is reasonably well served by the rail network, although the accessibility of Bromsgrove train station is reduced somewhat by its location approximately 1 mile from the Town Centre. Work was completed in July 2016 on the redevelopment of the new Bromsgrove train station, which included new ticket office and waiting room facilities, increased parking provision and extended platforms to enable increased passenger capacity.

The extension of the Birmingham conurbation Cross City Line in 2018 has provided more services per hour between Bromsgrove and central Birmingham, including stations in between such as Longbridge, Selly Oak/University and Five Ways. Other rail stations that provide a service to urban centres in adjacent local authorities such as Birmingham, Kidderminster and Redditch are situated at Barnt Green, Alvechurch, Wythall and Hagley. There are direct train services between Barnt Green and Alvechurch and Barnt Green and Bromsgrove town.

Movement – Travel to Work

The method of travel to work people use shows a high dependence on the car, with 73.2% of Bromsgrove residents who are currently in employment, travelling to work by car compared to a national figure of only 57% as stated by the 2011 Census. The Bromsgrove (2011) figure is also higher than the West Midlands regional average (65%) as well as the proportion for all local authority areas in Worcestershire (with the County average being 69.1%). In 2021, 34.8% of the residents of Bromsgrove District worked from home and 53.3% using a car or van to get to work. Public transport usage was low⁸³. However, it is important to note that the 2021 Census took place during the Covid-19 pandemic, when several no contact order meant many people had to work from home (inflating this statistic) and couldn't access public transport/public transport wasn't running at the time. In the West Midlands, 25.7% of its residents worked from home in 2021, with 52.9% travelling to work by car/van. Nationally, 31.5% of people in England were working from home, with 44.5% of people travelling to work by car/van. During this period, Bromsgrove had a larger proportion of its workers working from home than the regional and national average, with it having a similar proportion of its workers driving to work as the West Midlands. Due to the nature of the District, working from home or access work through use of the car were likely the only feasible methods to get to work, besides people occasionally being able to catch some form of public transport or being close enough to work to bike/walk.

Despite the location of Bromsgrove train station, train travel as a means of commuting to work was relatively popular in Bromsgrove with 4.2% of Bromsgrove residents in employment using the train as their main method of travel to work in 2021. Whilst this is lower than the national average of 5.3%, it is higher than the West Midlands regional average of 2.5% and also higher than the

⁸³ ONS (2024) Census Bulk Download – Method of travel to work. Available from: https://www.nomisweb.co.uk/sources/census_2021_bulk

Worcestershire County average of 2.3%. Use of the train is extremely low (barely 2% nationally and considerably less in Bromsgrove) in 2021 due to the Covid-19 pandemic and therefore is not indicative of normal travel to work patterns.

Data on distance travelled to work for those people in employment who live in Bromsgrove District (**Table 10-1**) shows that Bromsgrove has a much higher rate of commuting between 10km and 30km at 34.7% of all residents in employment, compared to only 20.5% of people commuting these distances at a regional level and 21.1% at a national level in 2011.

Table 10-1 - Distances Travelled to Work (2011)

	Bromsgrove District	West Midlands	England & Wales
All Residents in Employment	46,251	2,536,876	26,526,336
Distance travelled to work			
Less than 2km	5,529	413,779	4,404,107
2km to less than 5km	4,925	520,096	4,851,173
5km to less than 10km	7,325	466,944	4,595,170
10km to less than 20km	12,463	370,395	4,067,393
20km to less than 30km	3,600	148,923	1,531,161
30km to less than 40km	1,093	57,914	680,415
40km to less than 60km	706	44,849	616,333
60km and over	1,446	77,627	822,306
Work mainly at or from home	5,759	246,011	2,724,010
Other	3,405	190,338	2,234,268

Table 10-2 highlights that working from home has increased considerably within all the identified geographies since 2011, though this is expected due to the impact the Covid-19 pandemic has had on influencing the 2021 Census data. Working from has become more normal since the Covid-19 pandemic. In terms of distances, many of the residents of Bromsgrove travel 10-20km for work, which is considerably higher than the West Midlands and England.

Table 10-2 - Distances Travelled to Work (2021)⁸⁴

	Bromsgrove District	West Midlands	England
All Residents in Employment	47,287	2,638,889	26,405,214
Distance travelled to work			
Less than 2km	3,416 (7.2%)	296,330 (11.2%)	2,898,994 (11%)
2km to less than 5km	3,415 (7.2%)	394,137 (14.9%)	3,335,948 (12.6%)
5km to less than 10km	5,325 (11.3%)	361,449 (13.7%)	3,099,302 (11.7%)
10km to less than 20km	8,348 (17.7%)	296,894 (11.3%)	2,750,302 (10.4%)
20km to less than 30km	2,402 (5.1%)	123,626 (4.7%)	1,051,967 (4%)
30km to less than 40km	668 (1.4%)	44,528 (1.7%)	439,294 (1.7%)
40km to less than 60km	367 (0.8%)	32,545 (1.2%)	336,581 (1.3%)
60km and over	515 (1.1%)	38,874 (1.5%)	355,062 (1.3%)
Work mainly at or from home	16,436 (34.8%)	676,936 (25.7%)	8,321,252 (31.5%)
Other	6,395 (13.5%)	373,570 (14.2%)	3,816,512 (14.5%)

Source: Census 2021 Distance travelled to work.

Walking and Cycling

The most sustainable modes of transport are walking and cycling, although clearly these are often limited in terms of the distance a journey is required to cover. However, for shorter journeys across a settlement, between nearby settlements or to access other forms of public transport for longer onward journeys, walking and cycling offer a practical alternative to travelling by private car. Indeed, the recent increase in the popularity of road cycling has meant an increase in some people willing to travel considerably longer distances by bicycle, such as those whose usual commute is within some of the longer distance brackets in the table above.

Travel to work data shows that 8% of Bromsgrove residents who are currently employed commute to work on foot or by bicycle⁸⁵, however this is predominantly made up of those who walk rather than cycle. This may in part be explained by a lack of infrastructure to enable this, such as dedicated cycle paths or lanes and safe cycle storage facilities. Whilst this decreased to 0.6% travelling by bike to work and 4.6% travelling on foot (5.2% combined) in 2021, this was due to the Covid-19 pandemic placing considerably constraints on travel, with many residents opting to work from home or travel by a personal vehicle.

⁸⁴ ONS (2024) Census Bulk Download – Distance travelled to work. Available from: https://www.nomisweb.co.uk/sources/census_2021_bulk

⁸⁵ QS701EW - Method of travel to work accessed at https://www.nomisweb.co.uk/census/2011/all_tables

Funding secured by Worcestershire County Council from the National Productivity Investment Fund (NPIF) to implement a series of sustainable travel schemes in and around Bromsgrove, based on the 'Active Travel' aims included in the adopted Local Transport Plan (LTP4).

Utilities Infrastructure

In recent years, broadband accessibility has become an increasingly important infrastructure consideration for development. As well as its importance for home use, superfast broadband speeds enable more people to work from home thereby leading to knock-on benefits such as reductions in commuting and associated traffic congestion or vehicle emissions. The Superfast Worcestershire broadband project aimed to bring superfast broadband to 96% of homes and business properties across the county by the end of 2019. Within the District, fibre broadband is available, though speeds are not always as high as the more built up areas of the UK⁸⁶.

The remote rural areas of Bromsgrove District, such as Dodford and Bournheath, around the Clent Hills, and in the east of the District in the Rowney Green and Beoley area, that have less coverage of fibre and superfast broadband than the more heavily populated parts of the District. Superfast broadband (>24 Mbps) is available in 99.20% of the District, with this falling to 86.38% for gigabit internet speed and 71.46% for full fibre, with a considerable increase in speeds available occurring due to improvement works between 2019-2024⁸⁷.

Other utilities provision such as gas and electricity supply, as well as water supply and drainage, are managed by regional service providers, such as Western Power and Severn Trent Water covering Bromsgrove District. There are no indications of capacity issues for the District in current provision plans. However, these bodies are important consultees where new development proposals arise, to ensure utilities infrastructure is adequately planned for and funded in the medium to long term.

Likely Evolution of the Baseline without the District Plan

Capacity of the road network may be reduced, and associated problems of traffic congestion exacerbated, if investment is not made in highways infrastructure, including potential sources of developer contributions, to support the development needs of the District Plan.

Car ownership is likely to remain relatively high due in part to the rural nature of much of the District, however the location of new development allocations may have an influence on travel to work patterns if sustainable transport options become more attractive and widespread.

Walking and cycling rates, including as a means of travel to work, could remain lower than national and regional levels without investment in sustainable travel routes and facilities. Again, the location of proposed new development offers an opportunity to influence people's journey requirements and the practicality therefore of more people walking and cycling more often.

⁸⁶ Fibrebroadbanduk (2024) Fibre Broadband in Bromsgrove. Available from: <https://www.fibrebanduk.co.uk/availability/bromsgrove/5283/>

⁸⁷ Local Broadband Information (2024) Bromsgrove Superfast and Fibre Coverage. Available from: <https://labs.thinkbroadband.com/local/bromsgrove-district,E07000234>

Rural parts of the District may remain isolated without new development increasing the viability of services reaching across the entire District, such as broadband provision or more frequent bus services.

Key Sustainability Issues

- The need to increase the capacity of the road network and address congestion hotspots;
- The need to ensure interconnection between public transport services, e.g. connections from the Town Centre to Bromsgrove train station or between rural bus routes;
- The need to address the location of key public transport nodes, e.g. Bromsgrove train station, and where development is located in relation to sustainable transport options;
- The need to encourage more walking and cycling, provision of safe and interconnected routes; and
- The need to improve coverage of broadband in rural parts of the District, enabling more access to services and potential for home working.

11. KEY SUSTAINABILITY ISSUES SUMMARY

From the analysis of the baseline presented in the preceding sections, a number of key sustainability issues affecting the District have been identified. These issues are summarised in **Table 11-1** below.

Table 11-1 - Key Sustainability Issues - Summary

Topic	Key Sustainability Issues
Soils and Land Use, Water Resources and Water Quality	<ul style="list-style-type: none"> • The need to identify additional previously developed land that could be redeveloped and to encourage development on previously developed (brownfield) land. • The need to protect the best and most versatile agricultural land in the District. • The need to protect and enhance the quality of the District's water sources. • The need to promote the efficient use of water resources. • The need to ensure the timely provision of new water services infrastructure to meet demand arising from new development.
Air Quality, Waste, Pollution and Energy, Flood Risk and Climate Change	<ul style="list-style-type: none"> • The need to improve air quality, particularly in the four AQMAs. • The need to minimise waste arisings and encourage reuse and recycling. • The need to ensure that new development is adaptable to the effects of climate change; • The need to mitigate climate change, including through increased renewable energy provision. • The need to locate new development away from areas of flood risk, taking into account the effects of climate change. • The need to ensure the timely provision of flood defence/management infrastructure.
Biodiversity, Geodiversity and Green Infrastructure	<ul style="list-style-type: none"> • The need to conserve and enhance biodiversity including sites designated for their nature conservation value; • The need to maintain, restore and expand the District's priority habitats; • The need to protect and enhance sites designated for their geological interest; • The need to safeguard and enhance the green infrastructure network, helping to meet the priorities of the Worcestershire Green Infrastructure Strategy.
Landscape, Townscape and	<ul style="list-style-type: none"> • The need to conserve and enhance the District's landscape character. • The need to promote high quality design that respects local character.

Topic	Key Sustainability Issues
the Historic Environment	<ul style="list-style-type: none"> • The need to protect and enhance the District's townscapes. • The need to protect and enhance the District's cultural heritage assets and their settings. • The need to avoid harm to both designated and non-designated heritage assets, including with respect to their setting. • The need to tackle heritage at risk, particularly those assets on the heritage at risk register classed as at highest risk. • The need to recognise the contribution made by the historic environment to the character of landscapes and townscapes. • The need to make the most of the opportunities the historic environment poses to contribute to other subject areas of the local plan and quality of life.
Healthy and Inclusive Communities	<ul style="list-style-type: none"> • The need to ensure provision of suitable and accessible health care services • The need to address the following Health Priority Area Projects for Bromsgrove: Improve mental wellbeing, Increase physical activity, Reduce harm from alcohol, Ageing well • The need to address the following Indices of Multiple Deprivation issues in the District's most deprived areas: low incomes, high unemployment, low educational attainment and skills and poor health. • The need to create safe and secure living environments by reducing the level of crime in the District. • The need to ensure that good design principles are implemented for new development to reduce crime and improve safety. • The need to improve connectivity and accessibility in the District to reduce the chance of crime related incidents. • The need to ensure appropriate services and facilities are available and accessible to meet the needs arising from new residential development, whether through new provision or expansion of existing services and facilities. • The need to support and enhance the existing local centres. • The need to protect and enhance open space provision across the District.
Housing	<ul style="list-style-type: none"> • The need to continue to provide homes that are accessible to those in most acute need. • The need to enable housing growth and plan for a mix of housing types and tenures to meet the requirements of all households. • The need to create places to live in sustainable locations.
Economic Activity and Education	<ul style="list-style-type: none"> • The need to address the issue of average employee earnings for those working in the District, which are significantly lower in comparison to West Midlands and national levels. • The need for higher paid jobs to encourage residents to live and work in the District, thereby reducing out-commuting. • The need to address the fact that existing employment land supply is on historical sites and the stock is predominantly dated with low levels of completions in recent years. • The need to maintain high levels of educational attainment within the District and skills in the local labour force. • The need to consider that retention and expansion of the manufacturing sector in Bromsgrove could have knock on benefits for other industries, particularly smaller businesses. • The need to ensure that education facilities meet the needs of the District's population.
Transport and Accessibility	<ul style="list-style-type: none"> • The need to increase the capacity of the road network and address congestion hotspots, • The need to ensure interconnection between public transport services, e.g. connections from the Town Centre to Bromsgrove train station or between rural bus routes. • The need to address the location of key public transport nodes, e.g. Bromsgrove train station, and where development is located in relation to sustainable transport options. • The need to encourage more walking and cycling, provision of safe and interconnected routes.

Topic	Key Sustainability Issues
	<ul style="list-style-type: none">• The need to improve coverage of broadband in rural parts of the District, enabling more access to services and potential for home working.



Level 2
100 Wharfside Street
Birmingham
B1 1RT

wsp.com

CONFIDENTIAL