

Bromsgrove District Council
Planning and Regeneration

Analysis of Proposed Strategic Sites



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Bromsgrove
District Council

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Appendix A: Map of Proposed Strategic Sites

1) Introduction

- 1.1 Now 3 strategic sites have been identified it is necessary to consider each site in greater detail looking at a wide range of issues to fully justify any allocation in the Core Strategy. This will include information from technical documents such as Landscape Appraisals and Transport Assessments. In addition information gathered from meetings with infrastructure stakeholders will be used to identify any implications for the development of these sites. This document will go on to consider the most appropriate scale and types of uses on the sites whilst also assessing what planning contributions will be required.

2) Land at Whitford Road

2.1 Landscape Appraisal

2.2 As defined by the Worcestershire Landscape Character Assessment the site falls within 2 landscape types and these are Principal Settled Farmlands and Principal Timbered Farmlands.

2.3 Approximately a third of the site located at the northern end is classified as Principal Settled Farmlands. The characteristics of this landscape type are:

- Mixed farming land use;
- Dispersed patterns of farmsteads and clusters of wayside dwellings;
- Hedgerow boundaries to fields;
- Irregular patterns of small and medium size fields; and
- Rolling lowland with occasional steep sided hills and escarpments

2.4 To the south and covering approximately two thirds of the site the landscape character type is Principal Timbered Farmlands. The characteristics of this landscape type are:

- Filtered views through densely scattered hedgerow trees;
- Predominance of oak trees;
- Organic patterns of winding lanes and hedged fields;
- Irregular shaped woods of ancient character;
- Dispersed pattern of scattered farmsteads and wayside cottages; and
- Rolling lowland with occasional steep sided hills and low escarpments

- 2.5 Within the site the landform generally falls from the south west corner at approximately 120-130 metres AOD, in a north/north-easterly direction towards Battlefield Brook and Whitford Road to levels of approximately 80-90 metre AOD.
- 2.6 Photographs have been taken from locations around the site to assess visual containment. The views of the site are limited to those on or adjacent to the boundary of the site, with the exception of a view corridor from the north-west where the site is visible within the urban edge of Bromsgrove as a back-drop; and from the north where the site is particularly prominent, notably as it rises up the topographical ridge. From many view points the site is seen within the context of the urban fringe of Bromsgrove and the M5 motorway.
- 2.7 The Landscape and Visual Appraisal completed by Pegasus Environmental identified a number of constraints and opportunities on and around the site. The constraints are as follows:
- The setting of the adjacent countryside, lanes and farmsteads;
 - The setting of the historic Monarch's Way, a Long Distance Footpath, and the landscape corridor it runs through;
 - The open aspect of the rising landform across the southern part of the site when viewed from the north;
 - The segregation created by the landscape buffers adjacent to the existing urban edge of Bromsgrove; and
 - The ridgeline and landform gradient across the site.
- 2.8 There are several opportunities in respect of the development of this site:
- The general high level of visual containment the site enjoys in respect of the existing views from the majority of the surrounding countryside due to landform and existing vegetation structure;

- Visual containment provided by structural landscaping to the existing urban edges to the east of the site (such that the likely visual effects of any development on this area likely to be limited);
- The 'urban edge' character of the local site context;
- The existing hedgerow infrastructure across and around the northern, eastern and southern boundaries of the site, which provides a platform to develop an extended vegetation infrastructure incorporating characteristics of the local vegetation patterns; and
- Opportunities to link into Sanders Park and Monarch's Way, increasing public access to open space.

2.9 The landscape constraints mean that the built form should be focussed on the northern end of the site with less dense development as the landscape begins to rise. The most visually prominent land at the peak of the ridge should be retained as open space.

2.10 In consideration of the adjacent land uses and landscape planning designations Pegasus Environmental proposed a comprehensive boundary structural landscape scheme as follows:

- Approximately 10 metres of structural planting will be provided along the southern boundary in respect of a landscape infrastructure adjacent to the northern extent of the develop envelope;
- An area of planting approximately 10 metres in width on the eastern boundary to accommodate structural landscaping in order to retain the essential character of Whitford Road;
- An area of planting approximately 15-20 metres in width on the northern boundary to accommodate structural landscaping in order to respect the setting of the Monarch's Way to the north and the open space within which it lies and also views from the grounds of the Bromsgrove Hotel; and
- An area of approximately 50-70 metres in width on the western boundary to accommodate structural landscape, open space, public access and general amenity value that will assist in the visual and

acoustic screening of the development envelope. This will also provide further visual containment.

- 2.11 Opportunities within the site should be sought to retain vegetation and where possible incorporate it into an open space network. The application of a series of landscape maintenance and management regimes will also ensure that the long term future of this vegetation is maximised.
- 2.12 An open space network has been identified for the site that takes full advantage of the opportunities of both the landform and the existing Sanders Park open space corridor within which lies the long distance footpath. This includes the creation of a wide corridor along the northern part of the western site boundary, which will form a primary and positive link between the open space of the site to the north, and the existing open space to the south. The composite layout will then serve to create an overall publicly accessible area within which the contrasting experiences of the local low lying stream corridor and the steep ridgeline and hilltop views can be enjoyed.
- 2.13 There is potential for the open space network to be extended through the development envelope to create more direct open space corridors from the ridgeline down to the urban edge of Bromsgrove. As well as providing useable space for residents and amenity value, in combination with the perimeter structural landscape, will assist in providing both a greater variety of landscape resources across the site and their associated biodiversity value.
- 2.14 Green infrastructure links can also be created across the development, along access roads and in garden spaces to provide a pleasant local setting for the new development. Species planted will be similar to those existing on the site at present, based on native indigenous species to assist in assimilating development in the surrounding area on a more detailed level.

- 2.15 In conclusion it is considered that the submitted Landscape and Visual Appraisal identifies a scale and location of development that minimises the prominence of the development, maintains local character and creates green infrastructure opportunities with open space linkages across the site and into Sanders Park.
- 2.16 Flood Risk
- 2.17 The site was assessed within the Council's Strategic Flood Risk Assessment (SFRA). The Battlefield Brook is located to the north of the site and therefore a very small percentage of the site is located within flood zone 2.
- 2.18 As well as identifying the current level of flood risk in accordance with PPS25 the implications of climate change were also considered to deal with increased and new risks of flooding over the lifetime of planned development. The River Salwarpe model included a run for the climate change scenario (100 year plus 20% increase on the flows for climate change) and flood outlines for this event. Naturally, this has implications for all tributaries including the Battlefield Brook that flows to the north of the site. The modelling identified that only a very small area at the north of the site falls within the 100 year plus climate change flood zone.
- 2.19 It has been identified that the development of this greenfield site could raise issues with increased run off down stream due to drainage and sewer restrictions. The site will therefore have to accommodate and dispose of all surface run off collected using sustainable urban drainage systems (SUDS).
- 2.20 Severn Trent also acknowledges that there are some known flooding problems downstream of this development site which results in external flooding. Bromsgrove Sewerage Treatment Plant is located on the

opposite side of the catchment area and due to the potential size of the development it is likely that some investment will be required to provide additional capacity somewhere on the sewerage system. Once the potential size of the development has been confirmed detailed hydraulic analysis will be required to evaluate any capacity issues. Severn Trent Water would not expect surface water to be drained to the foul sewerage system and so it is not envisaged that significant investment will be required to cater for this development location.

2.21 Transportation

2.22 The Transport Statement conducted by Phil Jones Associates considers the transportation issues surrounding the proposed development of land at Whitford Road. The site is regarded as a very sustainable location, benefiting from the numerous existing connections for both pedestrians and cyclists to key local destinations. The site is located adjacent Sanders Park, offering an off-road pedestrian route in a high quality environment to Bromsgrove Town Centre, which is also suitable for cyclists. There are further footways connecting the site with local facilities within the Deansway estate, which include a convenience store and a hairdresser, as well as a pedestrian route through the Millfield Road estate to Millfields First School. Where required, the potential exists for improving these connections. Whitford Road adjacent to the site is currently served by bus to Bromsgrove town centre.

2.23 The Masterplan proposes a network of footpaths within the site separate to the internal road network. These will traverse and surround the site and provide full connectivity to the existing off-site footway network. The transport statement and preliminary Masterplan confirm that adequate site access for vehicles can be achieved from Whitford Road. This would be likely to consist of a northern and southern junction, connected internally to provide a loop. This layout

will facilitate pedestrian and cyclist permeability of the site and assist connection to existing off-site sustainable links.

- 2.24 The traffic impact of the proposed development has been tested at key off-site junctions. Where problems of capacity are forecast at off-site junctions appropriate mitigation has been identified and tested, specifically through the use of signalisation.
- 2.25 It is proposed to enhance sustainable access to and from the site, allowing the development to become permeable to pedestrians. Appropriate contribution will be sought towards the delivery of the proposed on-road cycle route between Droitwich and Bromsgrove, which will pass directly adjacent to the site on Timberhonger Lane. The Council will also seek contributions towards the improvement bus services through increased frequency, improvements to bus stops and also investigation into the possibility of re-routing a service through the site.
- 2.26 The Transport Statement has considered the recent safety record of the local highway network. Injury accident data has confirmed that with the exception of the Kidderminster Road junction the safety record is good. It proposed to signalize the Kidderminster Road junction, which should address the current accident problem. It is also intended to reduce the speed limit along Whitford Road from 40mph to 30mph in order to facilitate the movement of pedestrians across the road and onwards to Sanders Park and other pedestrian routes to the town centre. The proposed development will be likely to increase the numbers of pedestrians in the local area, yet, it is considered this can be supported by the existing footways and at existing crossing points.
- 2.27 The Transport Statement concluded that the development proposals meet current national and regional planning policy guidance and will strongly encourage the use of sustainable modes. It is considered that there are no transportation reasons why the proposed site should not

be allocated for development, subject to further modelling work that includes the likely level of traffic generated from all 3 strategic sites.

3) Norton Farm, Birmingham Road

3.1 Landscape Appraisal

3.2 As defined by the Worcestershire Landscape Character Assessment the site falls within the landscape type of Principal Settled Farmlands.

The characteristics of this landscape type are:

- Mixed farming land use;
- Dispersed patterns of farmsteads and clusters of wayside dwellings;
- Hedgerow boundaries to fields;
- Irregular patterns of small and medium size fields; and
- Rolling lowland with occasional steep sided hills and escarpments

3.3 The development site sits on a sloping area of land which rises from the east at the A38 to the north west where it reaches a ridgeline at 129 AOD. The site consists of open grassland with species poor hedgerows and occasional trees.

3.4 The site is generally visually contained within the topography of the site and the existing vegetation. Development on the ridge line at the north end of the site would be highly prominent when viewed from the south and east without an appropriate landscaping scheme. Development beyond the ridgeline would potentially be visible from north where currently views into the built form of the town are very limited.

3.5 Flood Risk

3.6 The site was assessed within the Council's Strategic Flood Risk Assessment (SFRA). There is no watercourse that flows within or adjacent to the site and therefore is located entirely in flood zone 1.

- 3.7 As well as identifying the current level of flood risk in accordance with PPS25 the implications of climate change were also considered to deal with increased and new risks of flooding over the lifetime of planned development. As the Norton Farm site is located outside of flood zone 2 the risk of flooding is not directly affected by climate change.
- 3.8 It has been identified that the development of this greenfield site could raise issues with increased run off down stream due to drainage and sewer restrictions. The site will therefore have to accommodate and dispose of all surface run off collected using sustainable urban drainage systems (SUDS).
- 3.9 Severn Trent acknowledge that development here would drain through Bromsgrove Town Centre where there are known hydraulic capacity issues and known flooding. Severn Trent has stated that further hydraulic analysis would be required once the size of the development have been confirmed.
- 3.10 Halcrow have been commissioned by Gallagher Estates to undertake a drainage strategy for the development. The outline strategy to discharge surface water runoff from the proposed development is through the use of sustainable drainage systems in the available space within the development. The first point of disposal for surface water is to be soakaway however this is dependant on further testing. Surface water in excess of the capacity of any soakaways is to attenuation on site with an attenuation pond to be located in the south east corner of the site. The surface water from the entire development would also be directed towards this location.
- 3.11 Halcrow consider that the proposals will not increase flood risk for others and provides betterment by considering climate change and intercepting pluvial flow that had previously flooded properties in Pennine Road.

3.12 It is proposed that the development will incorporate a minimum of two treatment trains for the disposal of surface water. This is to include water butts on every property, soakaways subject to further detailed investigation, swales for conveying and improving water quality and an attenuation pond that subject to further consultation may include a permanently wet area to provide additional water quality and ecological improvement.

3.13 Foul drainage sewerage from the development is to discharge into the public foul sewerage system. It is anticipated that an existing public foul sewer in Birmingham Road will be the connection point subject to confirmation from Severn Trent.

3.14 Subject to further discussions with Severn Trent matters of drainage and flood risk can be addressed on the site and therefore do not provide any undue constraints on the proposed development of the site.

3.15 Accessibility

3.16 Halcrow have been commissioned by Gallagher Estates to undertake an accessibility study in relation to the site. Access has been considered by all modes of transport.

3.17 Pedestrian Access

3.18 The site is accessible to the local footpath network mainly to the west and south of the site. There is potential for additional access points linking the existing development to the south of the site which would provide improved connections to local amenities.

3.19 The local estate roads are relatively quiet in terms of traffic and congestion and the Birmingham Road provides a direct route into local

amenities. A number of local facilities are within easy walking distance of the site. There are 3 nursery schools and 2 primary schools within 800m of the development site; with a further 4 nursery and two primary schools within 1.6km. There are also 3 secondary schools within 1.6km of the development and also North East Worcestershire College. Access to Catshill Middle School is not so good due to severance caused by the M42.

- 3.20 Access to health care is also good with 2 doctors surgeries and 5 dental surgeries within 1.6km. The Princess of Wales Community Hospital is also within 400m of the site.
- 3.21 Bromsgrove Town Centre, which includes retail, leisure and employment opportunities, is approximately 1.7km walk from the site.
- 3.22 Cycle Access
- 3.23 The site is within 400m of National Cycle Network Route 5 which located to the north west of the site. Currently 2 local cycle routes abut the site and is proposed that with minor alterations a connection could be provided through the site. This would provide links to healthcare, education, retail and employment within the neighbouring area.
- 3.24 Bromsgrove Railway Station is approximately a 3.4km cycle to the south-east of the site. This is an acceptable distance for cyclists who wish to undertake the rest of the journey by rail.
- 3.25 Public Transport Access – Bus
- 3.26 Residents of the proposed development will have good pedestrian access to both the Birmingham Road and Stourbridge Road where a number of bus services available. The Birmingham Road is served by the 143, 145 and 202 and has 4 buses per hour. The main services

on the Stourbridge Road are the 142 and 144 and there are up to 10 buses per hour. These services provide links to a range of destinations including Bromsgrove Town Centre, Bromsgrove Railway Station, Birmingham, Redditch, Worcester and Halesowen.

- 3.27 Improvements could be made to bus travel, particularly in terms of the quality of waiting facilities within 250m of the site. The internal layout of the site would preclude buses serving the site in the future.
- 3.28 Public Transport Access – Rail
- 3.29 Bromsgrove Railway Station is 3.4km from the site has direct links to a number of locations including Birmingham and Worcester. Trains are generally 2-3 per hour throughout the day.
- 3.30 Journey times between the site and the railway station are approximately 19minutes by bus and 13minutes by cycling (assuming a 16km/h speed).
- 3.31 Opportunities
- 3.32 Halcrow have highlighted a number of opportunities that the development can deliver in relation to sustainable modes of transport and these include:
- Extension of existing walking and cycling routes into the development
 - The enhancement of existing pedestrian and cycle links between the development and local amenities e.g. hard surfacing, lighting and signage
 - The introduction of a residential travel plan which would encourage travel by non-car modes. Schemes may include cycle vouchers, public transport season tickets and sustainable travel information.
 - Improvements to waiting facilities at bus stops within 200m of the site.

3.33 Summary

3.34 The site has a good level of accessibility to a range of local facilities by all modes of transport. This concurs with the Accessibility Study commissioned by the Council. This highlighted the site as the most accessible location for growth around the town.

3.35 Local Highway Network

3.36 The road access into the site will be onto the Birmingham Road and this could have implications at the existing junction of the Birmingham Road and the A38 which is currently busy at peak times. Halcrow have been commissioned by Gallagher Estates to undertake modelling to fully assess the impact on the highway network.

3.37 If all of the land controlled by Gallagher Estates was developed it would result in approximately 560 new dwelling, which are anticipated to generate 315 and 318 two-way vehicle trips in the morning and evening peak hours respectively. Journey to Work information has been derived from the 2001 census highlights that around 70% of vehicles generated by the site would use the A38 with the remainder using the Birmingham Road to reach target destinations.

3.38 Traffic flows were surveyed at the Birmingham Road/A38 junction in 2009 for a 12 hour period and showed that the peak hours were between 0800 and 0900 in the morning and between 1700 and 1800 in the evening.

3.39 The junction has been modelled during the peak hours for the year 2021 for 'with' and 'without' proposed development scenarios. The results of this assessment highlight that the junction would be operating within capacity in 2021 with background traffic flows in both peak hours. The results show that the highest degree of saturation will be 75%, with some queues generated on all approaches and therefore is

considered by Halcrow would operate well within capacity. Further modelling will be required to test the implications of development on the 3 strategic sites.

3.40 Site Access

3.41 It is proposed that a single high standard junction would serve the development that could accommodate background traffic growth and development traffic to 2021. This layout would require a loop road within the site to avoid the entrance becoming blocked. An emergency access road has also been considered to further ensure that support vehicles can access the site in case of an emergency. The emergency access would be through the existing service road for 241-255 Birmingham Road.

3.42 Summary

3.42 It is proposed that the new development would be served by a single access onto the Birmingham Road. It is not expected that the proposal will have an undue negative impact on the highway network but further modelling will be carried out.

3.43 Ecology

3.44 An ecological appraisal of the site has been undertaken by Halcrow on behalf of Gallagher Estates. This combines a mix of desk based research and an extended Phase I Habitat Survey that was undertaken in April 2010.

3.45 Designated Sites

3.46 A search within a 2km radius of the site identified one statutory designated for its nature conservation value and this is Burcot Lane Cuttings SSSI.

3.47 Records provided by the Worcestershire Biological Records Centre (WBRC) identify 2 non-statutory sites within a 2km radius of the site.

These are:

- Burcot Lane Meadows SWS; and
- Round Hill SWS

3.48 Habitats

3.49 Hedgerow

3.50 The predominant habitat across the site is improved grassland that is currently grazed by sheep. A 1-2m strip of semi-improved grassland fringes the fields, defining the limit of ploughing and reseeded. The remnant of improved grassland is species poor.

3.51 8 hedgerows have been identified across the site, the majority of which are located on boundaries of the site. In the view of the ecologist who undertook the survey none of hedgerows could be categorised as 'important' under the Hedgerow Regulations (1997). The hedgerows are generally species poor although a hedgerow on the northern boundary does contain greater species richness. This hedgerow comprises of elder, hawthorn, holly, oak and hazel, with ivy and bramble throughout. The hedgerow has a total of 6 woody species and would therefore usually be classified as species rich within a Phase 1 habitat survey however they are not well mixed along the length of the hedgerow.

3.52 Scrub

3.53 Scrub habitats limited across the site with scattered hawthorn scrub close to the southern boundary of the site, continuous hawthorn, holly, bramble, blackthorn and elder scrub around the southern edge of the farmyard enclosure and on the bank to the road south of the farmyard

enclosure, and continuous bramble north of the small woodland on the bank north of the farmhouse.

3.54 Woodland & Trees

3.55 There is a small area of woodland located on the eastern edge of the site north of the farmhouse. This is unmanaged semi-natural woodland. Tree and shrub species comprise of hawthorn, sycamore, oak, holly, hazel and blackthorn. Other woodland occurs outside but adjacent to the site boundary, principally within the grounds of private property to the north-east of the site.

3.56 Trees are rare on the site and mainly occur within hedges; these are oak, ash and sycamore, some with ivy cladding. Two semi-mature willows are located away from hedgerows: one is located at the northern end of the site and the other is within the small field with farm buildings in the east of the site.

3.57 Wetland habitats

3.58 There is a wet depression within the site located near to the highest point adjacent to the northern boundary. This is considered to be a seasonal wet area rather than a true pond. The only other potential water features within the site are 2 drainage ditches near that south and south east corner of the site. Both of these were dry at the time of the survey and it is considered that they are only occasionally wet.

3.59 Tall Ruderal Vegetation

3.60 Unmanaged ground with tall herbs is limited within the site to two small areas. One is a 4-8m wide belt of tall mixed herbs with rough grassland along the southern boundary. The second occurs around the builds among the derelict machinery in the farmyard enclosure.

3.61 Buildings

3.62 There are four buildings on site which have been surveyed. There is a wooden shed, 2 brick sheds and a brick barn. The upper storey of the

brick barn has 2 broken windows and a large hole in the pitched roof enabling access for birds.

3.63 Species

3.64 A review of possible species has been undertaken on and around the site:

3.65 Amphibians

3.66 There are no records of amphibians within 2km of the sites and no wetland features suitable for breeding within or adjacent to the site.

3.67 Badgers

3.68 Records provided by WBRC highlight badger activity around the site within the nearest within 0.5km. Three possible setts were found on site but there was no further evidence of activity. Rabbit droppings suggest that rabbits may be occupying the holes.

3.69 Bats

3.70 WBRC provided 3 records of bats within 2km of the site and all of these were pipistrelle bats. 3 of the buildings on site have potential to support bats in the roof space. Some mature and semi-mature trees on the site also have moderate potential for bat roosting. Hedgerows on the site could also be used by commuting bats between roosts and feeding areas. No evidence of bats was observed during the survey.

3.71 Birds

3.72 No records were received from WBRC however a number of common species were observed on site during the survey. These included blackbird, dunnock, robin, blue tit, chiffchaff, house sparrow, starling, crow and collared dove. Two buzzards were also noted circling over the site.

3.73 Water Vole

- 3.74 Records were provided of water vole within 2km of the site however the site and adjacent land does not support any wetland or watercourse habitats suitable for watervole.
- 3.75 Invertebrates
- 3.76 No records of invertebrates were provided by WBRC. Tortoise shell butterflies and bumblebees were observed during the survey.
- 3.77 Reptiles
- 3.78 No records of reptiles were provided from within a 2km radius around the site, and reptiles were not sited during the survey. The ecologist undertaking the survey considered that the habitats on site were suitable for supporting a population of reptiles.
- 3.79 Other Notable Species
- 3.80 Records of 2 species listed on NERC Act (2006) Section 41 as species of concern for biological conservation within the search area were provided by WBRC. These are 2 polecat and 10 hedgehog records.
- 3.81 Evaluation and Recommendations
- 3.82 The hedgerows on the site are generally species poor, however they provide cover for birds and invertebrates that is lacking in the interior of the site. As well as being potentially important habitats in their own right, all the hedgerows on site are potentially important as wildlife corridors, enabling migration and commuting of wildlife. The hedgerows around the perimeter of the site should be retained within any development. Site enhancement opportunities exist in terms of planting of a greater diversity of species into hedgerows.
- 3.83 Existing trees are of particular importance in terms of both ecology and landscape character, and are considered to be of local value for nature conservation. Native trees should be retained on the site.

- 3.84 To comply with the Badger Protection Act 1992 the 3 burrow complexes should be subject to a badger survey during the optimum time of the year (October to May). This will enable the usage of the site by badgers to be assessed before any planning application is submitted.
- 3.85 Bat surveys will be required of the 3 brick buildings and the mature and semi-mature tree for evidence of usage or potential for bat roosts. If roosts are found an emergence and activity survey should be undertaken to inform any licence application.
- 3.86 All birds are protected whilst breeding by the Wildlife and Countryside Act 1981 (amended). Hedgerows, scrub, trees and buildings on the site all have potential to be a suitable habitat for breeding birds. Any work to remove any of these features should be taken outside the breeding season, which is March to August inclusive.
- 3.87 The two-storey brick barn has potential for nesting barn owl and therefore an inspection will be required initially for signs of nesting owl in the previous season, to be undertaken in autumn.
- 3.88 Conclusion
- 3.89 It is considered that subject to the implementation of the measures set out above the proposed development of the site could be implemented without significant adverse ecological impacts. Although, every effort should be made seek enhancements to biodiversity.

4) Land at Perryfields Road

4.1 Landscape and Visual Appraisal

4.2 EDP were commissioned by Taylor Wimpey Developments Ltd to undertake a landscape and visual appraisal of the site. The site was visited in both winter and summer conditions.

4.3 As defined by the Worcestershire Landscape Character Assessment the site falls within the landscape type of Principal Settled Farmlands. The characteristics of this landscape type are:

- Mixed farming land use;
- Dispersed patterns of farmsteads and clusters of wayside dwellings;
- Hedgerow boundaries to fields;
- Irregular patterns of small and medium size fields; and
- Rolling lowland with occasional steep sided hills and escarpments

4.4 The Landscape Character Type Description is accompanied by a set of Landscape Guidelines which recommend the following:

- Conserve and enhance patterns of hedgerows;
- Retain the integrity of the dispersed pattern of settlement;
- Conserve and enhance tree cover along watercourses;
- Enhance patterns of tree cover associated with settlement; and
- Seek opportunities to conserve all remaining areas of permanent pasture.

4.5 To determine the acceptability of developing the site from a landscape perspective EDP undertook their own site-specific assessment.

- 4.6 The Perryfields Road site lies on undulating, mostly agricultural, land between 85 and 115m AOD. To the north, the area cultivated for sports turf is flatter whilst the remainder of the site itself has a dual aspect; most land to the east of Perryfields Road has an easterly aspect and 'addresses' the town. These land parcels are contained within the encircling 'arm' of Perryfields Road and relate well, both visually and physically, to the existing, locally raw, urban edge.
- 4.7 To the west of Perryfields Road the land plateaus and then locally dips westwards towards the M5. Consequently, the western areas of the site have a weaker relationship with the town and instead enjoy a stronger visual and physical relationship with the adjacent M5 motorway and locally, with the wider rural landscape.
- 4.8 Field boundaries are generally impoverished, with few hedgerow trees, of which there are very few of significant wider landscape value. Hedgerow quality varies with most dominated by hawthorn and elm. There are both trimmed and untrimmed hedgerows within the site. The weakness of the existing landscape field structure gives rise to a generally open character, however, as the site is only very gently undulating, even the hawthorn-dominated hedgerows tend to play a significant role in containing baseline views within the site.
- 4.9 A number of rights of way cross the site, which appear to follow the alignment of historic trackways and footpaths. These routes are worthy of retention and enhancement in the future proposals for the site.
- 4.10 The Battlefield brook is the only watercourse on the site and this marks the boundary between the agricultural land and the turf cultivation to the north.
- 4.11 Array Fruit Farm lies to the west of Perryfields Road, and is a specialist apple and pear growing enterprise that was established after 1928. The Fruit Farm is currently surrounded by Leylandii hedges of

approximately 10m in height which restrict views across the site and views towards the site from the west.

- 4.12 Sidemoor First School is located to the east of the site and is accessed from the Perryfields Road. The school has a contemporary design and incorporates a range of wildlife areas to the east of the school grounds. Hedgerows along the northern and southern boundaries of the site have been retained and provide good visual containment.
- 4.13 There is some significant evidence of hedgerow loss when compared with first (c.1883) and 2nd edition (c.1928) Ordnance Survey maps, and it is reasonable to conclude that this parcel of land, sandwiched between the growing 20th century suburbs of Bromsgrove and the M5, has experienced considerable change in character in the 20th century. There is therefore, a genuine opportunity to capitalise on the development opportunity to provide an enriched and strengthened landscape fabric which might include localised strengthening and replacement of more historic field patterns where this can be readily incorporated as part of future masterplanning proposals.
- 4.14 Sensitivity to Change – Landscape Character
- 4.15 The site is not designated at a national or local level for its landscape value. The appraisal undertaken by EDP considers that the landscape structure of the site is somewhat denuded. There are few trees of landscape value within the site and there appear to be significant levels of hedgerow loss.
- 4.16 The M5, which bounds the site to the west, provides a strong physical and visual boundary to the urban influence of Bromsgrove. The site itself has a dual aspect: eastern land parcels have strong visual and physical relationship with existing residential areas in Bromsgrove, bringing physical and urban fringe influences to the character of these

land parcels; western land parcels enjoy a stronger visual relationship with the more rural landscape to the west of the M5.

- 4.17 The landscape character of the site is not intrinsically sensitive to change however there are landscape features worthy of retention, namely the historic trackways and footpaths. Development of the site presents an opportunity to incorporate these features into green corridors and provide an enhanced landscape structure, potentially improving ecological and recreational functions.
- 4.18 Visual Amenity Issues
- 4.19 EDP conducted an assessment of the views available to and from the site by walking and driving, as appropriate on local roads, rights of way and public spaces.
- 4.20 The visual envelope of the eastern part of the eastern land parcels extends over the existing town and reinforces the strong relationship, in landscape terms, between these land parcels and the existing town. Western land parcels appear to share a stronger visual relationship with the open countryside to the west of the site. There are occasional long distance views from the site towards the Clent/Lickey Hills to the north east, afforded from higher land to the south west of the site; from this part of the site there are also views towards the west, up to the local ridgeline. North western field parcels enjoy views of the open countryside to the west up to the local ridgeline, which serves to restrict long distance views in this direction.
- 4.21 EDP chose 9 representative photoviewpoints that provided a mix of long and short distance views from all sides of the site. These view points help to determine the visual sensitivity of different parcels of land within the site. The landscape structure within the site is somewhat denuded; with on-site vegetation playing a role in filtering views. Array Fruit Farm is surrounded by Leylandii hedges which play a significant

role, both in restricting baseline views between land parcels within the site, and also in restricting views towards the site from the west. This type of vegetation however, is not considered to be representative of native vegetation in this landscape character type and lacks public amenity value. Should these parcels come forward for development, the coniferous hedges are unlikely to be considered worthy of inclusion in a future landscape scheme; however, removal of these features would lead to a significant increase in the openness of the site, and development is likely to be more visible in views from open countryside to the west. In this case, a comprehensive landscape scheme would need to be created which considers the effect of the loss of the existing screening providing by the coniferous hedges.

4.22 Sensitivity to Change – Visual Amenity

4.23 Two promoted routes pass through the site: Sustrans Route 5 and the Housman Trail. Both of these routes take users through a variety of both rural and urban areas, within and beyond Bromsgrove. Given the character of existing views, additional development within the site is unlikely to be considered a significant visual effect on these receptors.

4.24 From public locations in the Green Belt to the south west of the site existing development in Bromsgrove and the Holiday Inn Hotel are noticeable elements of baseline views. Development within the site would lie adjacent to existing development and lead to a slight increase in the proportion of urban features within the view. The development proposals should consider mitigating effects on these views in the treatment of the urban-rural edge in the provision of an appropriate landscape scheme.

4.25 Views from open countryside west of the M5 motorway are dominated by the existing coniferous vegetation associated with the Array Fruit Farm. This emphasises the importance of high quality landscaping to

reduce the visual impact on development if coniferous trees associated with the Array Fruit Farm are removed.

4.26 From the North West of the site, baseline views from the right of way to the north of Fockbury Mill Farm including existing development at the edge of Bromsgrove. Land parcels to the north west of the site, which have a slight westerly aspect, are particularly noticeable in this view. The proposals for these land parcels should consider the visual sensitivity of these areas.

4.27 The land parcel at the north of the site which is within designated Green Belt and used for turf production has a high degree of openness but has a more local contained visual envelope. This land has strong visual relationship with the M5/M42 junction. Vegetation associated with the Battlefield Brook, which bisects the northern land parcels, provides an element of screening and could be enhanced in emerging proposals.

4.28 Landscape Response to the Development of the Site

4.29 The baseline data trawl and field assessment undertaken by EDP found that the landscape fabric of the majority of the site is somewhat denuded; however a number of key elements of landscape fabric have been identified that are worthy of retention in the emerging masterplan including:

- Sustrans Route 5 appears to follow a historic trackway shown on First Edition OS mapping for part of its route within the site. There is currently little vegetation associated with this trackway; the development of the site offers the opportunity to enhance the landscaping associated with the route through the provision of hedgerows and tree planting;
- The double hedgerow associated with a right of way, which connects to the Sustrans Route also appears to follow the alignment of a historic

trackway as shown on First Edition mapping. This feature is worthy of retention within the proposals, preferably by integrating the track into a green corridor and enhancing the management of the vegetation within the corridor;

- There is an opportunity to enhance the landscape planting associated with the Perryfields Road to contribute to visual amenity; and,
- The Battlefield Brook in the northern part of the site and its associated vegetation is worthy of consideration for retention in the merging proposals. The streamside vegetation also contributes at a local level to visual amenity.

4.30 Development will provide an opportunity to enhance existing landscape structure, in accordance with the Landscape Guidelines for the Principal Settled Farmlands LCT. The locations of proposed structural planting will need to be developed in collaboration with the emerging masterplan.

4.31 Structural planting should be located to reinforce existing or historic field boundaries or landscape features, where possible in order to retain the existing landscape pattern; making the landscape history of the site 'readable'. The primary location for structural planting should be the western boundary to reduce the prominence of development parcels when viewed from west of the M5.

4.32 Existing urban areas in Bromsgrove are frequently characterised by mature street tree planting which creates a wooded setting to residential areas; the proposed development should aim to reflect this townscape character. Street tree planting is also recognised for its contribution to urban thermal cooling, and can be proposed as a feature of the development which contributes to adaptation to climate change.

- 4.33 The visual amenity of the site is largely contained to the west by a local ridge rising to approximately 120m AOD and lying approximately 600m from the site boundary. There are views towards the site from the higher ground on the ridge; this is an undesignated landscape, however, it forms part of the Green Belt, the visual amenity of which should be considered. The proposals for the site should consider the treatment of the urban-rural transition in the scale and distribution of development at the urban fringe and also in the provision of structural landscaping at the western boundary of the site.
- 4.34 Those views available from the Clent/Lickey Hills to the north are over distances of more than 3km. The site forms a small proportion of the baseline view which also includes substantial urbanising elements. The local context to the view is however, scattered with mature trees; tree planting within the primary streets and the open spaces of the proposals will help to integrate the development into its setting in the longer term.
- 4.35 Conclusion
- 4.36 It is not considered that the site is particularly sensitive to change, although it will be important to protect, and where possible enhance, the landscape fabric that does remain.
- 4.37 The landscape features of potential historic interest can be readily retained and incorporated into the emerging masterplan. The visual envelope of the site is particularly contained to the west, and in many views the site lies adjacent to existing residential development. Furthermore, the M5 provides a logical, physical and visual boundary to the urban influence of Bromsgrove.
- 4.38 The emerging masterplan for the site can be refined in consideration of the landscape and visual matters identified. A strong landscape

framework will need to be developed in association with the emerging masterplan in order to mitigate potential effects on the identified views.

4.39 Natural England have reviewed the appraisal and they consider that the methodology used is entirely appropriate. As it suggested that the landscape fabric of the site is quite degraded Natural England feel the emphasis should be on enhancement that is in keeping with the local landscape. They also support EDP's recommendation of a detailed landscaping scheme that retains existing features within the site, mitigates landscape and visual impacts and positively enhances the landscape character.

4.40 Flood Risk

4.41 The site was assessed within the Council's Strategic Flood Risk Assessment (SFRA). The Battlefield Brook runs adjacent to the most northern part of the site and this means that a small area of the site is at risk of flooding. Varying amounts of the site fall within different flood zones and this has been identified as:

- 5% of site within flood zone 2
- 3% of site within flood zone 3a
- 2% of site within flood zone 3b

4.42 As well as identifying the current level of flood risk in accordance with PPS25 the implications of climate change were also considered to deal with increased and new risks of flooding over the lifetime of planned development. The River Salwarpe model included a run for the climate change scenario (100 year plus 20% increase on the flows for climate change) and flood outlines for this event. Naturally, this has implications for all tributaries including the Battlefield Brook that flows adjacent to part of the site. The modelling identified that 4% of the site falls within the 100 year plus climate change flood zone. It is recommended that a site specific flood risk assessment is carried out

to look at any potential risk in greater detail and identify possible mitigation.

- 4.43 It has been identified that the development of this green field site could raise issues with increased run off down stream due to drainage and sewer restrictions. The site will therefore have to accommodate and dispose of all surface run off collected using sustainable urban drainage systems (SUDS).
- 4.44 Severn Trent also acknowledges that there are some known flooding problems downstream of this development site which results in external flooding. Bromsgrove Sewerage Treatment Plant is located on the opposite side of the catchment area and due to the potential size of the development it is likely that some investment will be required to provide additional capacity somewhere on the sewerage system. Once the potential size of the development has been confirmed detailed hydraulic analysis will be required to evaluate any capacity issues. Severn Trent Water would not expect surface water to be drained to the foul sewerage system and so it is not envisaged that significant investment will be required to cater for this development location.
- 4.45 Peter Brett Associates have been commissioned by Taylor Wimpey and Worcestershire County Council to undertake a flood risk and surface water study to gain a greater understanding of the issues affecting the site.
- 4.46 Peter Brett Associates consider that from their preliminary assessment and data supplied from the Environment Agency (EA) that fluvial flood risk to the majority of the site is low. The Battlefield Brook poses a localised flood risk and the flood plain extents are broadly in line with the EA flood map.
- 4.47 The watercourse has the following impacts/constraints on the development:

- Buffer zone around watercourses and ponds: a ‘no-development’ zone of 8m from the top of each bank and surrounding key water features (such as ponds) must be maintained. No built development or land raising should take place within this area. The masterplan should reflect the buffer zone as a minimum around the water course and key hydraulic features. It is an ideal opportunity to create a valuable amenity area or to promote biodiversity through the establishment of sustainable and suitable habitat areas.
- Flood Envelope around watercourses: Ideally, no built development or land raising should take place within the extent of the 1% annual probability (1 in 100 year) floodplain and development is restricted in the 0.1% annual probability (1 in 1000 year) floodplain. To encroach into the floodplain areas would require adequate mitigation or compensatory works (such as floodplain storage compensation) and the agreement of the EA as well as application of the sequential test by the LPA.
- Culverting/crossings of watercourse: Any access crossings will require the agreement of the EA and modelling studies to determine key design parameters.

4.48 Additional standard recommendations for the development to respond to flood risk issues include:

- Finished floor levels to be set at an appropriate height above surrounding ground levels
- Provision of safe access routes from all parts of the built development to areas outside the floodplain.

4.49 The nature of the site is such that the management of surface water from the development is a key issue. For this site the current drainage regime is not straightforward. The issues are highlighted below:

- The preliminary assessment has highlighted 2 principle drainage catchments within the possible site. One catchment discharges into the Battlefield Brook and the other catchment connects to the public

surface water sewer at Larchmere Drive, Crabtree Lane and Melbourne Avenue.

- The potential to discharge from one of the catchments into the Severn Trent Water (STW) sewer system and the drainage channel has been confirmed with STW and will be limited to 150 l/s.
- Storage estimates and indicative land take requirements have been calculated for 2 different drainage options which are based on indicative impermeable area of 70% of residential areas and 80% for commercial areas.
- Storage will have to be provided on site to ensure that discharge rates do not exceed the limits specified by the EA and STW.

4.50 These initial surveys provide an indication of the likely fluvial and surface water drainage constraints to the development. Further assessment will be required culminating in a full flood risk assessment to support the proposed development.

4.51 Foul Drainage Study

4.52 It is important to determine the implications of development on foul drainage by assessing existing capacity and exploring the optimum way of accommodating the growth into the existing network providing improvements where necessary. Peter Brett Associates were commissioned by Taylor Wimpey and Worcestershire County Council to undertake a foul drainage study.

4.53 Severn Trent Water modelling has confirmed that there are capacity issues associated with the trunk foul sewer to the east of the site at Broad Street, which limits the potential drainage of effluent from the site via existing foul sewers located at Grayshott Close, Crabtree Lane and Perryfields Road. The maximum flows that can be discharged into the existing sewer to the east of the site are:

- Grayshott Close – 10 l/s

- Crabtree Lane – 1 l/s
- 4.54 The modelling study has confirmed that the new connection from the site to the public sewer system at Kidderminster Road to the south of the site would be able to accommodate the current total estimated peak foul flow from the whole site of 74 l/s.
- 4.55 The modelling study also highlights known capacity and flooding issues at Stoke Road and Sherwood Road, which are located upstream of the Sugar Brook waste water treatment works and may be detrimentally affected by the proposed additional flows from the development site.
- 4.56 It may be necessary for an appropriate flood alleviation scheme to be implemented to solve these problems. The implementation of the scheme may have a cost and programme implication for the development of the Perryfields Road site, although this cannot be confirmed until further liaison work with Severn Trent is completed.
- 4.57 Due to the topography of the site and location of the proposed connection points identified by Severn Trent Water, it will be necessary to provide suitable infrastructure for the pumped drainage of foul effluent from several parts of the site.
- 4.58 There are a number of different options for the on-site drainage strategy which will affect the nature of the on-site drainage infrastructure and the extent of the site that can be drained by pumped or gravity drainage systems.
- 4.59 Confirmation of the preferred point of connection from the site to the existing foul sewer in Kidderminster Road will have a significant impact on the nature of the on-site foul drainage infrastructure.
- 4.60 The decision to provide strategic drainage infrastructure for the whole development or construct the required infrastructure on a phase by

phase basis will also have a significant impact on the nature of the proposed drainage system.

4.61 Further detailed work will be required to determine the most appropriate drainage solution and confirm likely cost implications and masterplan constraints, such as the size and location of pumping stations or principal sewers draining by gravity. At this stage is not expected that foul drainage will have an undue impact on the delivery of the scheme.

4.62 Accessibility

4.63 It is important to test the accessibility of the site to local amenities by sustainable means of transport with a particular focus on walking, cycling and bus travel. Peter Brett associates were commissioned by Taylor Wimpey and Worcestershire County Council to report on access and accessibility.

4.64 Existing Accessibility

4.65 Walking

4.66 There is a good network of existing footways in the local area that provide access to public transport, local shops and other facilities within Bromsgrove. The Town Centre is situated within 2km of the site's primary accesses. Most amenities are located to the south east of the site and can be accessed via footways associated with adjacent residential land use.

4.67 Cycling

4.68 Access to and from the proposed development for cyclists is gained via the local road network. National Cycle Route 5 currently intersects the site and provides connections to Bromsgrove Town Centre in the south and Catshill in the north.

4.69 *Public Transport*

4.70 There are a number of bus services running past or near the development site and these include the X3, 007, 90, 97, 142, 144, 318, 322, 333 and 334. The services vary greatly in frequency with the most frequent being the 144 that operates a service every 20 minutes on weekdays. The bus services provide direct access to a variety of locations including Birmingham, Worcester, Bromsgrove Town Centre and a number of settlements within the district.

4.71 Bromsgrove Railway Station is located to the south west of the town centre and is approximately 3.4km from the site. There are services approximately every 30minutes in to Birmingham New Street. Currently access to the train station from the proposed development site is limited. According to the Local Transport Plan 2 very few people either cycle or use bus travel to reach the station and with only 50 spaces in the car park there is only limited opportunity to drive to the station. However, there are plan for a new station in Bromsgrove with more frequent services, an increased number of car parking spaces and better links to bus services.

4.72 *Quantitative Assessment*

4.73 A quantitative accessibility assessment has been undertaken utilising the standard 'core indicators and travel time thresholds' detailed in the DfT's technical report on Core National Accessibility Indicators (2008). The assessment considers travel times by foot, cycle and public to a number of amenities including employment, schools, hospital, doctors surgery and super market/convenience store. The assessment uses upper and lower thresholds to provide greater clarity on the level of accessibility.

Amenity	Lower Threshold			Upper Threshold		
	Foot	Cycle	PT	Foot	Cycle	PT
Employment of more than 500 jobs	✓	✓	✓			
Primary School – Sidemoor First School	✓	✓	✓			
Secondary School – Parkside Middle School	✓	✓	✓			
Further Education – South Bromsgrove Community High School Technology College		✓	✓	✓		
Hospital with A & E – Alexandra Hospital, Redditch					✓	
Doctors Surgery – Churchfield Surgery		✓	✓	✓		
Supermarket/Convenience Store – Martin's	✓	✓	✓			

4.74 The table shows that all amenities can be reached by cycle or public transport within the lower threshold with the exception of the Alexandra Hospital. With no hospital with A & E facilities access would not be much improved from any location around the town. Most amenities could be reached on foot within the lower threshold apart from further education and a doctor's surgery but these can still be reached within the upper threshold.

4.75 These outcomes broadly reflect the findings of the Accessibility Report completed by Halcrow that identify that access to local destinations by walking and cycling is good although is considered to be ok in terms of public transport. This reflects the generally public transport is considered to be poor across the District and also that site is a significant distance from the railway station.

4.76 *Highway Network*

4.77 At either end of Perryfields Road there are the A448 Kidderminster Road and the B4091. The A448 provides connections to Bromsgrove Town Centre and towards the rail station to the east, as well as connecting to Kidderminster in the west. The B4091 is located east of Perryfields Road and provides access to Catshill to the north and Bromsgrove Town Centre to the south.

4.78 Traffic counts have taken place at peaks times am and pm at the junctions of both Perryfields Road/Stourbridge Road and Perryfields Road/Kidderminster Road. At the Perryfields Road/Stourbridge Road junction there was some queuing evident during peak hours due to traffic variability but this junction generally operated within capacity without significant queues. It is a different story at the Perryfields Road/Kidderminster Road junction where they were operating with notable queues and delays on both Perryfields Road and Whitford Road. The County Council has outlined that a scheme to signalise the junction is being forward but no final details are yet available.

4.79 *Development Access Strategy*

4.80 *Access by Foot*

4.81 The proposed development will need to deliver safe and comfortable walking conditions within the site and wider area. To do this it will be important to:

- Ensure local amenities are accessible to pedestrians

- Provide well connected pedestrian networks
- Prioritise pedestrian safety
- Incorporate central open spaces for recreation
- Ensure design takes account of those with impaired mobility

4.82 *Access by Cycle*

4.83 National Cycle Route 5 (NCR5) represents a significant opportunity for facilitating and encouraging cycling among future occupants and visitors of the site. It will therefore be important to maximise the visibility and attractiveness of this route during design. This can be done through:

- Providing on-site directional signing to Bromsgrove Town Centre
- Road layout designed to provide safe environment for cycling
- The provision of adequate cycle parking/storage

4.84 *Access by Public Transport*

4.85 Whilst a number of bus services run adjacent to the site it will be necessary to re-route some through the site to encourage the use of sustainable modes of transport. Peter Brett Associates consider that the 007 and 97 appear to have the best potential for re-routing in terms of benefit gained and likely acceptance by the operator, and achieving the objectives of providing public transport connections to the development. There is also potential for a new service connecting to the railway station subject to timetabling, viability and discussions with council operators.

4.86 *Access to the Transport System*

4.87 Early phases of development are planned to the north of the site adjacent to the Stourbridge Road. This enables the development to maximise the use of existing spare capacity in the highway network.

4.88 Evidence suggests that the dominant movement for employment based trips is likely to be towards Birmingham. It is therefore important that

opportunities are taken to maximise the use of Bromsgrove Railway station for these journeys. Around 5% of employment based trips are likely to be to Bromsgrove Town Centre and therefore opportunities should be taken to maximise the use of non-car based travel for these journeys.

4.89 Conclusion

4.90 The Perryfields Road urban extension offers the opportunity for creating effective links into the existing built up area for pedestrians, cyclists, and for bus users. New residents will have realistic alternatives to the car. NCR5 provides significant opportunities for facilitating and encouraging cycling and bus routes can be re-aligned through the site to maximise usage.

4.91 A framework travel plan will be prepared to set the overall outcomes, targets and indicators for the site, supported by subsidiary travel plans to cover different land uses.

4.92 Ecology

4.93 An ecological appraisal was completed by Halcrow during December 2003, consisting of a walkover survey and a desk study. This information has been updated by The Environmental Dimension Partnership (EDP) on behalf of Taylor Wimpy during 2009, through an update walkover survey and an update desk study involving data supplied by the Worcestershire Biological Records Centre (WBRC).

4.94 The investigations indicated that there are no international designations within 5km of the site, although there are three Sites of Special Scientific Interest (SSSIs) within 2km, namely:

- Oakland Pasture SSSI;
- Feckenham Forest SSSI; and

- Burcot Lane Cutting SSSI (designated solely for its geological interest)
- 4.95 The 2003 investigations also identified six non-statutory designations, known as Special Wildlife Sites (SWSs) within 2km of the site, namely:
- Dodford Dingle SWS;
 - Great Dodford Meadows SWS;
 - Burcot Lane Meadows SWS;
 - Grafton Manor Pools SWS;
 - Chaddesley and High Woods Complex SWS; and
 - Round Hill SWS.
- 4.96 WBRC provided information on numerous Worcestershire Grassland Inventory Sites (WGIS) during 2009. None of these WGIS lie within or in close proximity to the site.
- 4.97 The three main habitats with potential merit in their own right are:
- The commercial orchard known as Array Fruit Farm, which lies to the west of Perryfields Road. The orchard is notable since orchard habitats are a United Kingdom Biodiversity Action Plan (UK BAP) and Worcestershire (WBAP) habitat type.
 - The Battlefield Brook, due to its linear nature and potential as a wildlife corridor.
 - The hedgerow network. In particular the 10 hedgerows that qualify as important under the ecology criteria of the Hedgerow Regulations as assessed within the Hedgerow Survey. It is considered that the hedgerows are also notable due to the habitat connectivity/network that they provide across the site.
- 4.98 There are no other habitats considered important or valuable in their own right; however, some have potential to support protected and/or notable species. From the various sources of information collated, species that may be of particular significance include:
- 4.99 *Water Voles and Otters*

4.101 There are potentially suitable habitats for water voles along the course of the Battlefield Brook that runs through the northern end of the site. WBRC have provided a recent record (2000) of water vole along the Battlefield Brook downstream within 1km of the site.

4.102 No records have been provided for otters, however the brook is potentially suitable as part of an otters territory that can extend over 40km of watercourse.

4.103 Bats

4.104 WBRC has provided records of bat species within 1km of the site including barbastelle, pipistrelle and brown long-eared bats. With respect to the site, there are features with potential for roosting within the site, namely:

- Buildings, mainly residential dwellings and associated outbuildings; and
- Mature trees with bat roosting features. The main concentrations of these trees within the site are located along the corridor of the Battlefield Brook.

4.105 In association with these features, there are features which could be used for foraging and commuting by bats, mainly the hedge network and orchard habitat. Through the development of the site it is essential that habitats suitable for bats remain and/or are created. The retention of many mature trees and significant hedgerows will be imperative in ensuring suitable bat habitats remain on the site.

4.106 Badgers

4.107 There is evidence to suggest badger activity within 1km of the site but most is located to the west of the M5 and north of the M42 motorway. However, one record is potentially pertinent to the site given its proximity to the main badger sett recorded during the update walkover survey completed during 2009. This record relates to a badger

casualty noted adjacent to the A448 which defines the southern boundary of the site.

4.108 The 2003 report identified the main areas of badger activity to be in the south eastern corner of the site to the east of Perryfields Road. One of these records is consistent with the location of a very active badger sett identified during the 2009 survey undertaken by EDP. In addition to the active sett entrances, the site generally provides good opportunities for badger foraging, particularly the grassland and orchard habitats.

4.109 Polecat

4.110 There have been two records of Polecats over the years and they are typically found in farmland landscapes such as those characteristic of the site.

4.111 Amphibians

4.112 WBRC indicate there are no records of amphibians within 1km of the site and there are no suitable watercourses for breeding, therefore, amphibians are unlikely to constrain the proposed development.

4.113 Reptiles

4.114 WBRC provided no records of reptiles within 1km of the site and the 2003 report considered that the site offered only limited opportunities for reptiles. The current survey considers that the rough grassland habitats in close proximity to established urban areas do provide opportunities for the common, but legally protected, reptiles such as slow worm, grass snake and common lizard. It is considered unlikely that the site supports any of the other rarer and hence more notable species of reptile.

4.115 Birds

4.116 Although there were no records of birds within 1km of the site, there is habitat potential for a range of bird species that are particularly

associated with agricultural and horticultural habitats including notable species such as skylarks.

4.117 The report by EDP concluded that there are not any significant in principle constraints to the accommodation of development within the area surveyed, yet, they acknowledge that the site has habitat features that are of potential note in their own right. These are as follows:

- Orchard at Array Fruit Farm;
- The Battlefield Brook; and
- The hedgerow network

4.118 The report recommends that the masterplan for the proposed development should seek to retain and protect these features and where possible deliver long-term management to maintain and enhance their ecological value. This should be done holistically through the development of a green infrastructure plan for the site.

4.119 The development should seek to provide new habitat features which are integrated into the site's proposed green infrastructure as part of the delivery of multi functional green space. Such features could include:

- The consideration of ecological and landscape functions within the design of any SUDS features;
- The inclusion of habitat features e.g. green/brown roof and roosting and nesting features for bats and birds; and
- The creation of new habitat linkages e.g. hedgerow and woodland planting

4.120 The site has actual or potential constraints to development from water voles, otters, bats, badgers, reptiles, polecats and birds. Whilst these species do not affect the principle of developing the site there are opportunities for these species to be accommodated within the design

and layout of the development and in particular a network of green infrastructure.

4.121 In conclusion the Ecology Briefing Paper completed by EDP states that there are not considered to be any ecological issues which constrain the principle of development however further investigations will be necessary to inform the detailed design and implementation of the proposals in due course.

4.122 Natural England generally support the methodology used and the findings of this study but they do strongly urge the retention of the most ecologically interesting portions of the Array Fruit Farm, particularly if any or all of it is a traditional orchard. However, further research into this matter with the Habitat Inventory have identified the orchard to be intensively farmed and therefore not a priority BAP habitat.

4.123 Hedgerow Survey

4.124 The extended phase 1 survey identified hedgerows within the site of potential ecological value and therefore EDP undertook a hedgerow survey in order to provide a more objective assessment of value to inform the emerging masterplan for the site. The survey was undertaken with reference to the Hedgerow Regulations (1997) guidelines to ascertain whether any of the hedgerows qualify as 'important' under these regulations.

4.125 The survey involved inspecting each individual hedgerow section and recording the following:

- Total number of native woody species and the average within one or more 30m sample sections;
- Presence of woodland indicator plant species;
- Presence of ditches, banks, walls or parallel hedges;
- Connectivity with other hedgerows, woodlands or ponds; and
- Frequency of standard trees.

4.126 In total 38 individual hedgerow sections were assessed during the survey with 10 of these identified as 'important' in accordance with the criteria of the Hedgerow Regulations 1997. The hedgerow surveyed totalled a length of approximately 5.8km of which 1.2km was identified as being 'important' which equates to approximately 20% of the onsite resource.

4.127 Recommendations

4.128 In addition to their inherent value EDP recognised that the hedgerows have the potential to support notable/protected species including breeding birds and foraging/commuting bats and any hedgerow mitigation strategy should also be informed by detailed surveys in respect of these species groups.

4.129 Whilst it is recognised that it may not be possible to retain all hedgerows EDP made the following recommendations:

- 1) Review the ecological importance of the hedgerow resource in light of detailed species surveys;
- 2) Retain all ecologically important hedgerows within the masterplan;
- 3) Avoid any net loss of hedgerow resource within the site as a result of the proposed development; compensating for any loss through the planting of new hedgerows of higher shrub diversity; and
- 4) Enhance the diversity, structure and connectivity of the hedgerow resource within the site as part of the site's green infrastructure.

4.130 Natural England generally support the methodology used and the findings of this study but they do strongly urge the retention of the important hedgerows identified by the survey. They would like to see the existing hedgerow network integrated into the site design to ensure the preservation of the landscape fabric and maintaining ecological connectivity throughout the site. Natural England also emphasise key

principle ii within PPS9 that states that development decisions should aim to maintain, **and** enhance, restore and add to biodiversity interests.

4.131 Archaeology

- 4.132 A desk top archaeological survey has been undertaken by EDP and this concludes that there are no 'in principal' archaeological or cultural heritage constraints to the allocation of the Perryfields Road site for development.
- 4.133 With regard to undesignated heritage, it is clear there is some potential for the existence of archaeological remains within the site boundary. However, it is likely that if this is the case they will be earlier than medieval date, as the available evidence indicates that the site was undeveloped agricultural land from the Middle Ages onwards.
- 4.134 The most likely archaeological evidence to survive would consist of prehistoric and/or Roman deposits and associated finds material. Evidence from immediately west of the site includes a possible ring ditch of Bronze Age date and a square enclosure which may also be of prehistoric date.
- 4.135 To the north of the site a Roman coin too abraded to be identifiable to a particular date was found by a metal detectorist. Elsewhere Roman coins have been found suggesting a Roman settlement somewhere in the vicinity of Bromsgrove.
- 4.136 Whilst there is a reference to a Battlefield Brook and a possible battlefield in the general area there is no conclusive evidence that a battle took place within or adjacent to the site. Even if a battle did take place, based on the place name evidence it is most likely it was located to the west of the site. Furthermore if a battle had taken place within the area it may never have resulted in the production of archaeological deposits or finds that would be identifiable today.

4.137 Although the field system seen on early edition OS maps does survive in part, many field boundaries, including hedges, have been removed in order to create larger fields for modern agricultural purposes. As a result, the landscape has lost much of its historical value. The buildings associated with Red Cross Farm may warrant more detailed inspection should proposals include their demolition.

4.138 Based on the archaeological assessment there is likely to be a requirement to complete further investigation of the site, in order to inform the planning process at the application stage. This likely to involve pre-determination field evaluation, in the form of geophysical survey in the first instance. Depending on the results of this survey work it may then be appropriate to carry out a programme of trial trenching. The results of this work will provide a framework for determining the archaeological potential of the site area and what, if any, mitigation work would be required, should planning permission be granted.

4.139 At this stage the desk based study undertaken by EDP concludes that undesignated heritage does not represent a constraint to the site's allocation for residential development in the future. The County Council's Historic Environment Planning Officer has provided pre-application advice throughout the ongoing archaeological work and has confirmed that the desk based assessment is a good summary of the knowledge of the site to date. He confirms that in terms of the historic environment there is nothing that would warrant an objection to the allocation of the site. However, normal process of site assessment would need to be followed should a formal application be submitted.

4.140 Noise

4.141 The western boundary of the site is the M5 and therefore motorway noise will have implications on the masterplanning of the site. Peter

Brett Associates were commissioned by Taylor Wimpey to undertake a noise survey to identify the noise constraints affecting the site.

4.142 PPG24 sets out noise exposure categories for new residential development in relation to road noise. There are 4 categories in total ranging from A-D. Following the advice set out in PPG24 the council would usually only expect to grant permission for noise sensitive uses on land that falls within Noise Exposure Categories (NEC) A and B.

4.143 Peter Brett Associates undertook site visits with noise measurements undertaken on various locations throughout the site in both day time and night time. In summary the areas of land closest to motorway fell within NEC D during both the day and night with noise levels decreasing as the distance from the motorway increased. During the daytime a portion of the land west of the Peryfields Road is within NEC A where no mitigation for noise is required. However, at night time no part of the site fell NEC A but significant proportions of the site (primarily east of the Perryfields Road) fell with NEC B meaning residential development is suitable subject to limited mitigation measures such as appropriate glazing.

4.144 The table below presents the approximate distances to the day time and night time NEC B/C noise contour boundary from the site boundary closest to the corresponding motorway based on the noise survey undertaken. It is noted that towards the south of the site is elevated, which is likely to increase this quoted distance for the section of the site that is adjacent to the motorway embankment.

Noise Source	Distance to daytime NEC B/C contour line	Distance/description to night time NEC B/C contour line
M5 motorway – South of Fockbury Mill Lane	200m	Up to Perryfields Road

M42 motorway	50m	200m
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4.145 The night time noise assessment is considered to be worst case scenario for noise levels with various options for noise attention possible. Following discussions with the Council's Environmental Health Officer residential development should be restricted to areas that fall within NEC A and B. This means that less sensitive uses such as employment could be located closer to the motorway within NEC C or D.

4.146 With initial modelling work demonstrating that the land directly adjacent to the motorways would be exposed to high levels of noise there are following options to reduce noise on the site:

- Site layout designed to minimise noise levels experienced at dwellings
- Façade mitigation measures
- A physical barrier to directly attenuate noise

4.147 Conclusion

4.148 Noise is not considered to be an undue constraint on development with the opportunity of employment uses adjacent to the motorway which could act as buffer. With various noise attenuation measures possible further assessment work will be required quantify and refine which areas could fall within NEC A or B. Without any notable mitigation a significant proportion of the site (primarily east of Perryfields Road) falls with NEC A or B and is therefore suitable for residential development.

4.149 The study has been verified by the Council's Environmental Health Officer who confirms that the assessment provides a reasonable preliminary assessment of the noise climate, and the proposed approach of creating a buffer zone of commercial uses adjacent to the motorways seems entirely appropriate. He also recommends that

residential development of the site is restricted to those areas which fall within PPG24 noise exposure categories A and B.

4.150 Air Quality

4.151 At junction 1 of the M42 there is an existing Air Quality Management Area (AQMA) with a further AQMA proposed at the southern end of the town around the A38. It is important to test whether air quality will have an impact on the masterplanning of the site. Peter Brett Associates were commissioned Taylor Wimpey to undertake an air quality survey to identify any constraints affecting the site.

4.152 Bromsgrove Council's Local Air Quality Management (LAQM) air quality review and assessments conclude that concentrations of nitrogen dioxide are high within Bromsgrove along main roads close to Bromsgrove Town Centre, at junction 1 of the M42, and around the Redditch Road/Buntsford Hill and Stoke Prior areas. However, background nitrogen dioxide concentrations at and around Perryfields Road site are considered to be low.

4.153 Future air quality is likely to improve due to the implementation of pollution control measures, such as the introduction of cleaner vehicles, and background monitoring in Bromsgrove shows a decreasing trend in annual mean nitrogen dioxide concentrations.

4.154 Development at the site is unlikely to adversely affect air quality at the AQMA and proposed AQMA. However, traffic generated by the development is likely to increase on local roads, including those in the town centre. Until further modelling is undertaken it is considered that no sensitive development (e.g. residential) should take place within 100m of the motorway.

5.155 The Council's Environmental Health Officer has the following recommendations:

1. Nitrogen dioxide diffusion tube monitoring should be undertaken along the motorways boundary with the development and the data revealed should then be subjected to dispersal modelling, all this work should be in compliance with DEFRA document: Local Air Quality Management Technical Guidance (09); and
2. The results from the above can then be used to determine the minimum separation distance between sensitive /residential development and the motorways in question to ensure compliance with the National Air Quality Objectives.

5.156 In addition it is also recommended that a nitrogen dioxide diffusion tube survey is carried out along Perryfields Road pre development to obtain baseline data about nitrogen dioxide levels. AADT traffic data should also be obtained for Perryfields Road in accordance with DfT guidance and DEFRA document: Local Air Quality Management Technical Guidance (09). The information gathered could then be used in an air quality impact assessment to establish if the scheme itself will cause air quality problems along the Perryfields Road.

5.157 In conclusion it is not considered that air quality will be undue constraint on the development of the site subject to further work being undertaken and sensitive uses avoiding areas closest to the motorway. This accords with the findings of the noise assessment which recommends using employment development as a buffer from the motorway.

5) Infrastructure

5.1 With development on such a large scale around the North West arc of Bromsgrove it is crucial that impact on existing infrastructure in the town is considered. This should identify if there are any 'show stoppers' to development or where improvements may need to be made to cater for the growth. Meetings have been held with the following organisations:

- Police
- Fire Service
- Central Networks
- National Grid
- Worcestershire Primary Care Trust
- Severn Trent
- Highways Agency
- Education Services at Worcestershire County Council

5.2 Central Networks

5.3 In the Midlands region electricity is distributed by EON Central Networks. The company works within 5 year phasing plans, the next being 2010 - 2015. It is important that EON Central Networks are aware of any forthcoming large scale development so any expenditure required can be identified at an early stage.

5.4 Electricity supply for Bromsgrove Town is generated at the Upton Warren power station that is located to the south west of the town. The 11,000 volt infrastructure has recently been expanded ensuring that there is the capacity available for a further 2,000-3,000 dwellings in Bromsgrove Town. Whilst any new employment has the potential to create a substantial burden on energy consumption, it is unlikely to cause a problem in Bromsgrove due to the spare capacity already available.

5.5 Electricity distribution does not appear to be a constraint to large scale development around the North West arc of Bromsgrove. However, it will be necessary to update EON Central Networks with regards details of phasing once they are available to ensure that any required improvements can be built into the 5 year phasing plans.

5.6 Worcestershire Primary Care Trust

5.7 There are currently 4 General Practice Surgeries in Bromsgrove. However, 2 are combining into the new Parkside development. This new medical facility is currently under construction. The other 2 surgeries in Bromsgrove Town are Dagnall House Surgery and New Road Surgery

5.8 With new housing being targeted at local needs it is not considered that the population increase will be significant. Whilst some migration is always likely to happen this will be off-set by the size of housing that will predominately be built. With the focus being on affordable 2 and 3 bed properties there will mainly be low household numbers in properties. The size of the proposed new Parkside facility means that the surgery has the capacity with the additional growth. There is also the potential to expand the New Road Surgery if required. No such opportunity exists at the Dagnall House Surgery.

5.9 It is believed that existing dental surgeries will have the capacity to cope with the additional growth around the town.

5.10 There is the possibility of a satellite surgery on one of the three developments sites but as there is already sufficient capacity within the town this is not considered to be necessary.

5.11 Subject to the completion of the proposed Parkside Facility, large development around the North West arc of Bromsgrove Town is

unlikely to have an undue impact on the provision of health facilities due to the current space capacity in both General Practice Surgeries and Dental Surgeries.

5.12 Education Services at Worcestershire County Council

- 5.13 The education authority is currently revising the intake figures up to 2011, and details of phasing are beneficial to this process. When such information is available it will be important that it is fed into this process. Education Services have identified financial contributions will be required when planning permission is granted for any strategic sites as development on this scale will lead to an increase in pupil numbers attending local schools in each year group.
- 5.14 The main schools likely to be effected by development at Norton Farm and Perryfields Road are Meadows and Sidemoor First School, Parkside Middle School and North Bromsgrove High School. Sidemoor Moor First School has recently re-located to Perryfields Road and is in excellent position to meet local needs arising from new housing development. Each of these schools has the capacity to cope with likely additional pupil numbers. Spaces are also available at Catshill First School and Catshill Middle School, although based on past trends these schools are less popular with Bromsgrove residents.
- 5.15 Development of the Whitford Road site is likely to have on implications for different schools towards the south of the town. The schools most likely to be effected are Millfields First School, St John's Middle School and South Bromsgrove High School. All of these schools are very popular meaning that there is currently only limited capacity to cope with additional pupils. Further work will be required to identify the potential for the schools to be extended so they can increase their capacity. Education contributions gained through Section 106 Agreements could be used to provide funding for such extensions.

5.16 In summary developments at Perryfields Road and Norton Farm are unlikely to place undue pressure on schools in north Bromsgrove due to the existing spare capacity. However, further work will be required to identify ways of increasing the capacity of schools in the south if the Whitford Road site is developed. Funding raised from education contributions will be critical in this process.

5.17 Fire Service

5.18 Bromsgrove Fire Station is responsible for Bromsgrove Town centre, Catshill, Rubery, Stoke Prior and smaller settlements in between. The Fire Service is primarily concerned with response time targets and therefore the location and number of houses could have implications for this. Generally it is considered that a greater number houses will lead to increases in incidences of fire. There is also a correlation that exists with incidents and types of housing. There are more fires associated with social housing and housing at higher densities, according to the Fire Service.

5.19 The Fire Station is currently located on Windsor Street in the centre of the town however it proposed that the Fire Service will move to a new station on Slideslow Drive that is located further north in the town. The Station Manager is not unduly concerned by the proposed locations of growth around the north and west of the town as they would allow quick response times from both the current and proposed station.

5.20 Based on trends, smaller properties and high levels of social housing lead to greater number of incidences of fire. With the council focussing on building two and three bedroom properties with a high proportion of affordable units there is possibility that the incidences of fire may be higher than if larger market homes were built. However, great need for smaller properties in the district outweighs any possible risk of a greater number of fire incidences. It will be critical that developments

are carefully planned to allow good access for emergency service vehicles to minimise harm if incidences occur.

5.21 In conclusion development on the north and west of Bromsgrove Town is close to both the current and proposed fire station and therefore allowing the opportunity for quick response times. Whilst the Fire Service would prefer larger properties with a higher percentage of market housing this is contrary to the housing need that exists in the district. Overall it is considered that the proposed strategic sites are well positioned to ensure that there is not an undue burden placed on the Fire Service.

5.22 West Mercia Police

5.23 West Mercia Police cover the North Worcestershire region and this includes the whole of the Bromsgrove District. The Police acknowledge that they are currently working at full capacity and therefore any growth will require funding to provide an adequate policing function. The Police are seeking funding of £295 per dwelling through Section 106 agreements. Funding would be used to provide efficient and effective policing to accommodate the extra population.

5.24 There is currently a police post at Barnsley Hall in the form of a portakabin that is very close to the development meaning that response times should be good. However, the Police feel that there is a need for an on-site presence at Perryfields Road due to the size of the strategic site. This would take the form of a modest office, with the possibility of the building being shared with other community uses. Any new building on site would potentially replace the portakabin at Barnsley Hall.

5.25 In conclusion, subject to the provision of sufficient funding through Section 106 agreements to provide the police with the ability to provide

an effective service across the sites it is considered that that the policing should not be an undue constraint on development.

5.26 Severn Trent

5.27 Severn Trent supply water to the majority of the district and also deal with waste water. There are 6 sewerage treatment plants in and around Bromsgrove District which could be affected by development. These are located in Alvechurch, Belbroughton, Bromsgrove, Minworth, Roundhill and Stoke Prior. With the majority of growth proposed around Bromsgrove Town the greatest demand will be at the Bromsgrove Sewerage Treatment Plant. There is currently an estimated spare capacity for a further 1,650 dwellings. Whilst this is clearly not sufficient for proposed levels of growth Severn Trent acknowledge that are unlikely to be any constraints that would prevent expansion.

5.28 Severn Trent also provided site specific comments for each of the proposed development sites regarding the impact on sewerage infrastructure assets. These are discussed in the previous chapter.

6) Proposed Uses on Strategic Sites

6.1 It is necessary to consider the types and levels of development that are suitable across the sites. This should ensure that a balanced and mixed development is created providing proposed occupiers with access to a wide range of services and facilities. This will include public open space, retail, employment and the possibility of a local centre(s). Due to the close physical relationship between the sites the Council views the sites as one large strategic site to ensure the correct balance of uses are delivered. The Council will be working with all relevant stakeholders (including developers) to ensure that this can be achieved. This chapter will address of the possible uses that have been considered on the sites, including the levels required and approximate location for the proposed use.

6.2 Housing

6.3 Housing will be a significant proportion of the proposed development across the sites. The Panel Report into the Phase 2 Revision of the Regional Spatial Strategy proposed an allocation for 4,000 homes for Bromsgrove District this figure was based on the evidence put forward by the Council at the EIP. To reach the target of 4,000 dwellings the delivery of these 3 strategic sites is essential. At this stage it is expected that the sites will together deliver between 2,000 and 2,500 homes.

6.4 Bromsgrove has traditionally been an area where housing has been built at relatively low densities with a high percentage of large detached properties on notable plot sizes. Whilst any development should reflect the wider character of Bromsgrove the best use should be made of greenfield land to reduce the need to loose further land to development in the future. On this basis net densities of between 30 - 35 dwellings per hectare would be expected. With consideration given to on sites

constraints and topography the strategic sites should deliver a minimum of:

- 1110 units on Perryfields Road
- 270 units on Norton Farm
- 470 units on Whitford Road

6.5 The main sources of evidence for determining the type and size of housing to be delivered are the 2007 Strategic Housing Market Assessment (SHMA) and the 2008 Housing Market Assessment (HMA) for the Bromsgrove District.

6.6 The HMA identified that there is likely to be growth of around 8,000 households over the period 2006 to 2026 in the Bromsgrove District, as identified in figure 1. The table also shows that the greatest percentage increases are in the age groups 65-84 (+44.1) and 85 plus (+95.5%). This very much reflects the national trend that the UK has an ageing population.

Age group	2006		2016		2026	
	Population		Population	Change 2006-2016 (%)	Population	Change 2006-2026 (%)
15-29	14,000	-	14,900	+6.4%	14,200	+1.4%
30-44	19,300	-	17,400	-9.8%	19,100	-1.0%
45-64	25,800	-	27,600	+7.0%	27,100	+5.1%
65-84	14,500	-	18,400	+26.9%	20,900	+44.1%
85+	2,200	-	3,000	+36.4%	4,300	+95.5%
Households	37,000	-	42,000	+13.5%	45,000	+21.6%

Figure 1: Total households and population by age, projections for the Bromsgrove DC area, 2006-2026

6.7 Using the data in table 1 Housing Vision, whilst undertaking the Housing Market Assessment, were able to identify the likely types of households based on some assumptions. Nationally, two thirds of this growth is projected to arise from increases in one person households, especially from older divorced and other single people living alone, and this trend is especially pronounced in the 45 to 64 age group. Housing Vision applied a more conservative assumption to population growth,

where 50% of the increase in households will arise from one person households, with the remainder divided between two person and family households according to age cohort.

Age group	Population Increase	One person households (50%)	2 person households	Family households
15-29	+200	+100	+50	-
30-44	-200	-100	-50	-
45-64	+1,300	+650	+200	125
65-84	+6,400	+3,200	+1,600	-
85+	+2,100	+1,050	+525	-
Total	+17,300	4,900	2,325	125

Figure 2: Estimated increases in household types by age, 2006-2026

6.8 The data in figure 2 has been used to identify the housing requirements arising from household growth, and these are as follows:

- 850 two bed general needs properties;
- 4,800 two bed properties for people of retirement age;
- 1,575 properties suitable for the older elderly (85+); and
- 125 three bedroom houses

6.9 Building such a high percentage of smaller properties would be a significant shift in house building patterns. However, a change is required when the existing housing stock in Bromsgrove is considered. Figure 3 identifies the sizes of all properties in Bromsgrove District in comparison to the average in the West Midlands and England.

Rooms	Bromsgrove DC	West Midlands	England
1 bed	1.3	2.3	3.4
2 bed	18.9	25.5	29.2
3 bed	25.2	29.9	27.1
4 bed	36.4	32.1	29.7
5 bed+	18.2	10.2	10.6
Total	100%	100%	100%

Figure 3: Households by bed size, 2001, percentages

6.10 From looking at this census data it is clear that there is an imbalance in the housing market with 54.6% of properties in the district being either 4 bedroom properties or larger. This is significantly above average in

comparison to both the West Midlands and England average. Many of the large family homes are lived in by couples whose children are now grown up and have left home. One of the main reasons couples choose to stay in such large properties is because of a lack of attractive smaller alternatives in the local area.

- 6.11 Figure 3 identifies a relatively low proportion of 2 and 3 bedroom properties; this needs to be rectified to rebalance the housing market in Bromsgrove District. When couples choose to downsize into 2 and 3 bedroom properties large properties will become available for families meaning that there is little local need for many large properties to be built. In addition the smaller properties will help to retain young people in the district as they should be more affordable.
- 6.12 Whilst a high percentage of 2 and 3 bedroom properties will be required a greater mix of properties will be required to ensure balanced and diverse communities are created. Therefore a full mix of properties between 1 and 4 bedrooms will be needed on site.
- 6.13 To cater for the growing pensioner population a range of options will need to be considered ranging from accommodation that allows independent living to accommodation that caters for those who require 24 hour care. Extra Care villages are a relatively new concept for delivering accommodation suitable for the elderly. Such schemes provide a range of accommodation and care that suits individual needs. They often range from bungalows where care may be limited to a couple of hours a day to nursing homes where 24 hour care is required. There is a clear need for housing suitable for the elderly to be provided but it will be necessary to consider whether it is more appropriate to 'pepper pot' suitable accommodation through the strategic sites or provide defined extra care villages where all facilities can be provided in one area.

- 6.14 Whilst the district needs mainly smaller properties and accommodation suitable for the elderly, a wider mix of sizes and types of dwellings will be required to create balanced and mixed communities. This should include a full range between one and four bedrooms and a mix of detached, semi-detached and terraced houses and apartments.
- 6.15 As part of the Housing Market Assessment Kim Sangster Associates were commissioned to test what level of affordable housing would be viable. Different brownfield and Greenfield sites were tested against different scenarios. These included high and low costs and low, average and high values. The modelling took into consideration a range of factors including land acquisition costs, build costs, fees, developer profits and S106 contributions. Overall it was considered that 40% was viable and achievable on large schemes. To ensure that the viability evidence is up to date and reflects the most recent guidance the Council recently commissioned Levvels to undertake an Affordable Housing Viability Assessment. This will provide robust evidence to justify the level of affordable housing required on all types of sites including these large strategic sites.
- 6.16 A preferred tenure split has also been identified and this is 2/3 social rented and 1/3 intermediate housing. There are 3 kinds of intermediate housing that are currently supported by the Council and these are intermediate rent, intermediate rent to purchase and shared ownership.
- 6.17 Affordable housing delivered on the strategic sites should not be distinguishable from the market housing with high design standards maintained across development sites. The affordable housing should be distributed across the strategic sites in small clusters of no larger than around 15 units to ensure the creation of mixed communities whilst also ensuring that management problems are not created for the affordable housing providers.

6.18 Housing Conclusions

6.19 It is expected that there is potential for at least 2,000 dwellings to be delivered in total but as a bare minimum its considered there will be 1110 would be on Perryfields Road, 470 on Whitford Road and 270 on Norton Farm. The development of the strategic sites will need to create balanced and mixed communities in accordance with both PPS1 and PPS3. This could therefore not be achieved by purely building 2 and 3 bedroom properties. A greater variety of dwellings will be required. The council considers that approximately 70% of housing delivered should be either 2 or 3 bed properties with the remainder being a mix of 1 bed, 4 bed and extra care housing. A full range of house types should be delivered and this includes apartments, terraced, semi-detached and detached dwellings.

6.20 To ensure that the needs of the ageing population are met all homes will be built to Lifetime Home Standards and opportunities to include some bungalows should be explored.

6.21 40% of all housing provided will be affordable. The following breakdown of tenures will be required:

- 2/3 social rented
- 1/3 intermediate (combination of intermediate rent, intermediate rent to purchase and shared ownership)

6.22 Employment Requirements

6.23 To help create mixed and balanced communities some employment development will be required on the strategic sites. This will provide skilled jobs for local people and would reduce the need for people to commute out of Bromsgrove District for work.

6.24 The level of employment development required was being determined through the RSS process. The Panel Report into the Regional Spatial Strategy recommends a target of 28ha for Bromsgrove District with a 5 year reservoir of 7ha. Whilst Regional Spatial Strategies are being abolished through the Decentralisation and Localism Bill, 28hectares of employment land is still a logical target for the district if the figure of 4,000 dwellings is still being supported. The housing and employment figures were linked throughout the RSS process to provide a sustainable balance between housing and employment and therefore it is sensible to retain the employment figure if the housing target is supported.

6.25 A total of 28ha would appear to be a large figure but it is significantly reduced when completions and existing commitments are taken into consideration as identified by the table below:

Completions (2006-2010)	6.62
Under Construction	2.37
Remaining Allocations (BROM6)	1.8
Outstanding Commitments	
Bromsgrove Technology Park, Plot 19 (08/0602)	0.45
Former Garringtons/ UEF works (02/1014)	6.61
Tech Park Plot 2 (07/11082)	0.245
Buntsford Business Park (07/0704)	0.44
Nash Works (03/1447)	0.3531
Harris Business park, plot 19 (05/0377)	0.31
Harris Business park, unit A (06/0791)	0.28
Saxon Business Park, Plot 11 (08/0826)	0.5670
Wildmoor Mill Farm (09/0985)	0.4510
Wythall Green Business Park (06/0146)	6.5
Saxon Business Park, Plot 5, Phase 2 (07/0689)	0.5
Total	27.50

6.26 These commitments provide a good mix of B1, B2 and B8 and if all of these came forward the Council would be close to achieving the target of 28 hectares. However, it would be unlikely for every commitment to be built out. Whilst the Council would expect development to continue

to come forward at Bromsgrove Technology Park and Buntsford Hill Business Park there is greater uncertainty over some of the other sites that have planning consent. On the other hand it is reasonable to suggest that some new windfall development would occur through the plan period. To allow for greater flexibility in employment land supply and to create mixed sustainable communities it is critical that there is some employment development on the strategic sites.

6.27 Drivers Jonas were commissioned by the Council to undertake an Employment Land Review in the district of Bromsgrove. The ELR tests different scenarios when forecasting employment land requirements up to 2026. Figure 4 sets out the basic employment land requirements based on the projected population change to 2026.

Office	Industrial	Warehousing & Distribution
+7.6 ha	-3.4 ha	+1.8 ha

Figure 4: Change in Employment Land Requirements over the Study Period 2007 - 2026

6.28 The figures in the table represent the absolute minimum needed to accommodate existing and future activities, with no allowance for vacancies or the need for a balanced land portfolio. From the above, there is expected to be a small increase in the requirement for warehouse and distribution space and a relatively large increase in the requirement for general office space. Accompanying this will be a decline in the requirement for industrial land.

6.29 Ultimately, appropriate additions need to be made to the above figures in order to ensure that a balanced portfolio of sites is available to meet the needs of indigenous businesses and of those either planning to start-up in business in the District or to re-locate into it. The ELR highlights that serviced offices have a very high occupancy rate as the occupants are attracted by the flexibility afforded the serviced office accommodation, where 'easy in, easy out' terms are prevalent, and

there is the opportunity of expanding into adjacent suites. Demand is greater for smaller premises rather than large units. Typically this is around 2,000-5,000m² for industrial premises and under 1,000m² for offices.

6.30 Employment Conclusions

- 6.31 Taking into account recent completions and the high number of commitments the figure of 28ha could potentially be achieved without allocating any land for employment development. However, there is no guarantee that all of these commitments will come forward particularly on windfall sites outside allocated employment areas. It is therefore important that some land is allocated for employment to provide a level of flexibility and ensure that there is a constant supply of sites.
- 6.32 The need to create balanced and mixed communities is another crucial factor in considering whether there should be some employment development on the strategic sites. It is important that skilled employment is available locally to reduce the levels of commuting and create sustainable communities where people can rely on public transport to live their day to day lives.
- 6.33 The most significant area of employment growth identified within the Employment Land Review is offices (B1). With current commitments being for a mix of B1, B2 and B8 it is considered that this development would cater for the growth needs in terms of both general manufacturing (B2) and storage (B8). It is therefore considered that employment growth should be focussed on developing the **office sector** locally within Bromsgrove District. It is considered that **5ha of employment land** would be sufficient to create a balanced portfolio of employment provision in the town. The primary location for this should be on the western side of the Perryfields Road site, adjacent to the motorway. This would provide a buffer from the motorway for the

proposed residential development and would also provide a prominent location for the employment development that could be viewed from the motorway.

6.34 Open Space, Sport and Recreation

6.35 To ensure the creation of high quality environments where people want to live and work it necessary to have good quality open spaces across the strategic sites. Green spaces should provide opportunities for recreation and also create environments where biodiversity can thrive. Open spaces should not be provided in isolation and there should be clear linkages between green spaces within and between the strategic sites and also links to the wider countryside.

6.36 The Council commissioned PMP Consultants to undertake an open space, recreation and sport local needs assessment and playing pitch strategy across the district. The open space study was undertaken in accordance with Planning Policy Guidance Note 17 (Planning for Open Space, Sport and Recreation, 2002) (PPG17) and its Companion Guide. A key part of the study was to undertake an audit of existing open space, sport and recreation facilities across Bromsgrove District. This is included consultation exercises with members of the public to gauge opinion on open spaces. The study also recommends standards of provision (quantity, quality and accessibility) in accordance with PPG17. This assessment provides evidence for the levels and types of provision required across the strategic sites. Each type of open space facility will be considered in turn to assess the individual requirements.

6.37 Parks and Gardens

6.38 This type of open space (as defined by PPG17) includes urban parks and formal gardens that provide opportunities for various informal

recreation and community events. Parks often contain a variety of facilities and amenities, including some that fall within different classifications of open space, eg children's play facilities, sport pitches and wildlife areas.

6.39 In total the overall provision of parks and gardens across the district is 22.63 hectares, this equates to 0.23 hectares per 1000 population based on the projected population for 2026. 12.82 hectares of this total are located within Bromsgrove Town, with the largest site being Sanders Park (11.16ha). The level of provision in the town equates to 0.27 hectares per 1000 population.

6.40 The assessment recommends a standard of 0.26 hectares per 1000 population. This is similar to the current level of provision in the town but large scale development on the west and north of Bromsgrove Town will result in significant population increases meaning new facilities should be provided within the sites reflecting this standard. It is critical that all proposed residents are within the recommended standard of 15minutes walking time to a park to ensure accessibility is not an issue for residents.

6.41 Natural & Semi-Natural Open Space

6.42 This type of open space includes woodlands, urban forestry, scrubland, grasslands (eg downlands, commons, meadows), wetlands, nature reserves and wastelands with a primary purpose of wildlife conservation and bio-diversity within the settlement boundaries.

6.43 Overall, there is 37.76 hectares of natural and semi natural open space in Bromsgrove District equating to 0.385 hectares per 1000 population. 16.42 hectares of this total is located within Bromsgrove Town where this equates to 0.341 hectares per 1000 population.

- 6.44 A large proportion of respondents to the household survey were dissatisfied with the current provision of natural and semi-natural open (52%). On this basis PMP Consultants recommended that the local quantity standard is set above the existing level of provision at 0.44 hectares per 1000 population.
- 6.45 Local consultation highlighted a clear preference for walking to natural and semi-natural open space in the district. PMP Consultants recommended that residents are able to walk to this typology within 15minutes. This standard is reflective of the high levels of satisfaction with accessibility to existing natural and semi natural open space in Bromsgrove and is supported by findings within the individual analysis areas.
- 6.46 Against the proposed quantity standard there is currently a shortfall of 2.58 hectares of natural and semi natural open space in Bromsgrove Town. Based on future population projections this shortfall is set to increase to 5.38 hectares by 2026. There is a clear opportunity for the development of these Greenfield sites to provide good quality natural and semi-natural open space. There will be a need to ensure that the proposed residents can access the open space within a 15minute walk.

6.47 Amenity Green Space

- 6.48 This type of open space is most commonly found in residential areas. It includes informal recreation spaces and green spaces in and around housing, with a primary purpose of providing opportunities for informal activities close to home or work. Amenity green space is also often used for landscaping purposes.
- 6.49 There are currently 34.74 hectares of amenity green space across the Bromsgrove District, of which 16.96 hectares is within Bromsgrove Town.

6.50 PMP Consultants recommended a local quantity standard for amenity green space derived from the local needs consultation and audit of provision. With regard to the current provision of amenity green space, 56% of respondents to the household survey indicated provision was insufficient and 29% of respondents to the Children's Internet Survey felt that although there was some amenity green spaces there could be more. This highlights a significant level of dissatisfaction with the current provision of this type of open space. On this basis a standard of 0.42 hectares of amenity green space per 1000 population has been recommended. There is an opportunity for amenity green space to be provided across the strategic sites.

6.51 Provision for Children & Young People

6.52 This typology encompasses a vast range of provision, from small areas of green space with a single piece of equipment (similar to the typology of amenity greenspace) to large, multi purpose play areas. PPG17 notes that using these sub-types of provision for children and young people often ignores the needs of older children. Each site and range of equipment has a different purpose and often serves a different age group and catchment. Provision of facilities for children does not necessarily negate the need for provision for young people and vice versa.

6.53 The National Playing Fields Association (NPFA) categorises play facilities into three distinct types of facility, specifically:

- Local Areas of Play (LAPs)
- Local Equipped Areas of Play (LEAPs)
- Neighbourhood Equipped Areas of Play (NEAPs).

6.54 In light of the differences between provision for children and young people, this typology has been subdivided and provision for children and facilities for young people have been analysed separately. Provision for children is taken to include equipped children's play areas and adventure playgrounds that are perceived to cater for children under 12. Facilities for young people include the following types of provision:

- Multi-Use Games Areas (MUGAs)
- Skateparks
- basketball courts
- youth shelters
- informal kickabout areas
- BMX tracks.

6.55 The studies carried out by PMP Consultants identified a total 2.39ha of provision for children across the district, of which 1.03ha is within Bromsgrove Town. In the town this equates 0.027ha per 1000 population. Survey results showed that 58% of respondents considered that provision is insufficient and people consider further provision for children is required to meet demand. On this basis the consultants recommended a standard of 0.027ha per 1000 population. This will help to address any localised deficiencies. On the basis of travel times indicated by current users, a 10 minute walk time has been recommended.

6.56 The total provision for young people across the district 2.26ha, of which 1.85ha is within Bromsgrove Town. The current provision in the town is therefore 0.043 ha per 1000 population. Over three quarters of respondents to the household survey considered that the current

provision for young people was insufficient. In light of this dissatisfaction PMP consultants recommended a quantity standard of 0.3ha per 1000 population. Setting the standard above the current level of provision will enable there to be a focus on increasing the provision for young people in the district. With walking being the preferred method of transport to provision for young people a recommended standard of 15minute walk time has been proposed.

6.57 The provision of facilities for children and young people has been broken down to ward level to provide a greater level of detail. The 3 strategic sites are located within the wards of Norton, Sidemoor and Whitford. The data identifying whether there is either a surplus or deficiency in current provision are highlighted in figures 5 and 6.

Ward	Population	Provision for Children (ha)	Local Standard (ha per	Per 1000 population Current	Total Requirement	Surplus/ deficiency
Norton	4529	0.220	0.027	0.0486	0.1223	0.097717
Sidemoor	4971	0.120	0.027	0.0241	0.1342	-0.014217
Whitford	5017	0.110	0.027	0.0219	0.1355	-0.025459

Figure 5: Provision of Facilities for Children by Ward

Ward	Population	Provision for Young People (ha)	Local Standard (ha per	Per 1000 population Current	Total Requirement	Surplus/ deficiency
Norton	4529	0.020	0.03	0.0044	0.1359	-0.11587
Sidemoor	4971	0.050	0.03	0.0101	0.1491	-0.09913
Whitford	5017	1.430	0.03	0.2850	0.1505	1.27949

Figure 6: Provision of Facilities for Young People by Ward

6.58 In terms of provision of facilities for children by ward there is currently a deficiency in both Sidemoor and Whitford with a small surplus in Norton. In relation to the provision of facilities for young people there is currently a deficit in both Sidemoor and Norton with a large surplus in Whitford. The large surplus in Whitford is primarily due to the good access to facilities at Sanders Park. Large scale development around the north and west of Bromsgrove Town will clearly create a need for further facilities for both children and young people to meet not only existing needs but the needs of proposed occupiers. It will be critical that facilities are located close to any family housing to ensure that they can be accessed by children within the proposed standard of 15minutes walking time.

6.59 Outdoor Sports Facilities

6.60 Outdoor sports facilities are a wide-ranging category of open space which includes both natural and artificial surfaces for sport and recreation that are either publicly or privately owned.

6.61 Facilities included within this category are:

- playing pitches (including football, rugby, cricket, hockey)
- synthetic turf pitches (STPs)
- tennis courts
- bowling greens
- athletics tracks
- golf courses.

6.62 Outdoor sports facilities are often a focal point for a local community, functioning as a recreational and amenity resource in addition to a formal sports facility. This is particularly true of grass pitches, which often have a secondary function of a local dog walking and kickabout area.

- 6.63 The Existing provision of outdoor sports facilities in Bromsgrove has been assessed in terms of quantity, quality and accessibility within the Open Space Study. This assessment was informed by consultation with local residents, sports clubs and District and Parish Councillors, which explored local needs and opinions on current facilities.
- 6.64 Central Bromsgrove has a total provision of 70.51 hectares which equates to a provision of 1.63 hectares per 1,000 population. This is broken down into a total 41 sites that consists of 31 sites containing grass pitches, 1 containing synthetic turf pitches, 5 containing tennis courts, 3 bowling greens and 1 athletics track. In addition 8 private golf courses are located across the district.
- 6.65 The PPG17 study recommends that existing standard of 1.64 hectares per 1000 population should be raised to 1.67 hectares, of this 0.81 hectares should be dedicated to community pitches. This is due to the general dissatisfaction with the current level of provision, with respondents to the household survey indicating there is insufficient provision of four of the six outdoor sports facility types. General comments from residents further emphasised a lack of outdoor sports facilities in Bromsgrove. Attendees at the sports club workshop highlighted a lack of grass pitches in the District, stating that six sites have been lost to development in recent years and that around 80% of clubs in the football league have to travel outside Bromsgrove to access a football pitch.
- 6.66 Application of the playing pitch methodology highlights that while there are sufficient adult football pitches to meet demand, there are shortfalls in cricket and rugby pitches. 0.81 ha per 1000 will be sufficient to meet projected demand as well as provide a 10% strategic reserve allowing the rest and recovery of pitches.
- 6.67 It is important that people have access to outdoor sports facilities but due to the types of facilities it was difficult to set a single meaningful

standard. On the basis of consultation feedback the consultants recommended a 10 minute walk time for grass pitches, 15 minute drive (or public transport) time to tennis or bowling greens and 20 minutes drive (or public transport) time for synthetic turf pitches and golf courses.

6.68 Applying the quality standard to the central area of Bromsgrove results in a deficit of 1.61hecatres per 1000 population and as the population increase up to the year 2026 this deficit is predicted to increase further to 9.97. To address this opportunities should be sought for some form of outdoor sports provision on the strategic sites. The most logical location for this would be on the Perryfields Road site as this is largest site with appropriate topography.

6.69 Allotments

6.70 Allotments are becoming increasingly popular nationally, following the recognition of the role that they can play in encouraging all sectors of the community to participate in active recreation. Allotments offer an alternative active pastime to participation in formal sport, particularly for older residents. Many residents in the district acknowledged the recreational benefits associated with using an allotment.

6.71 There are currently 12 allotments in the district, of which 4 are in Bromsgrove Town. All 8 of the council owned allotments have a waiting list and the 2 with longest waiting lists are located in Bromsgrove Town. These are on Rigby Lane and Stoke Road and both have waiting lists of 38 residents.

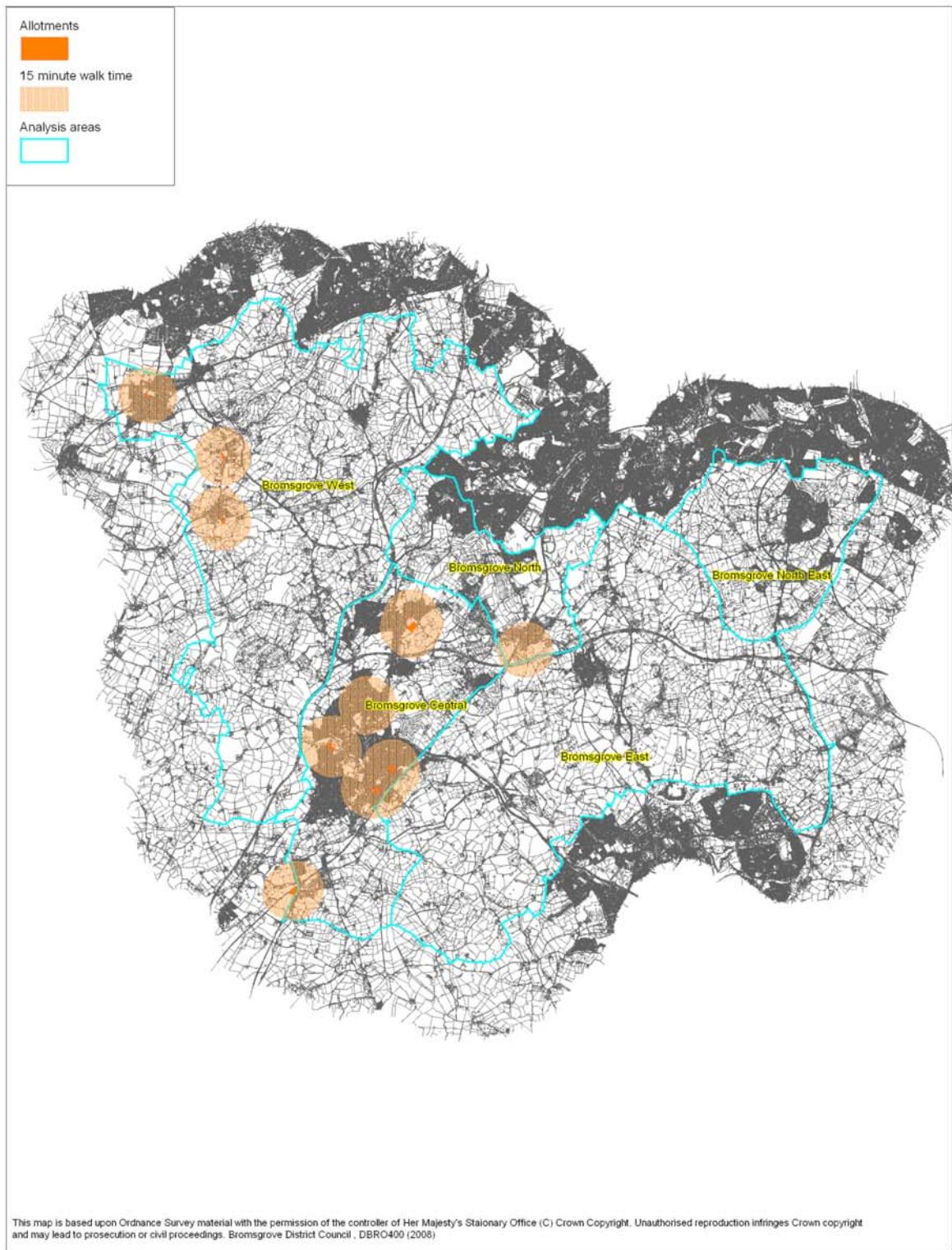
6.72 Findings from the household survey revealed that 47% of residents considered that the provision of allotments in the district is insufficient. This concurs with the current waiting lists and therefore PMP consultants recommended increasing the quantity standard to 0.19ha per 1000 population. Survey results showed that there was a strong

preference for residents to walk to allotments and therefore the consultants set an accessibility standard of a 15minute walk time.

6.73 Figure 7 shows that the vast majority of the Perryfields Road site falls outside the 15minute walk time to an existing allotment. In addition demand for allotments currently exceeds supply with waiting lists at all council run facilities. Large scale housing development is only likely to increase demand further. On this basis there is an opportunity to provide an allotment on the Perryfields Road site to meet the needs of proposed residents and ensure that they have access to an allotment within the 15minute walking time.

6.74 Conclusion

6.75 Good quality open spaces play an important part of people's lives by creating opportunities for leisure, recreation and also help to create attractive living environments. It will be necessary for open space across the sites to comprise parks and gardens, natural and semi-natural green space, amenity green space, provision for children and young people and allotments. Green spaces should be linked through development sites and be easily accessible to proposed residents.



Allotments - 15 minute walk time



Figure 7: Provision of allotments in Bromsgrove

6.76 Local Centres & Retail Provision

6.77 Across the 3 sites a full range of uses will need to be provided to cater for the needs of the occupiers of over 2,000 homes. Development of

this scale will generate a demand for at least one local centre. This should include a full range of A class uses ensuring that residents have a wide of facilities and services available locally. The most logical place for a local centre is on the Perryfields Road site.

- 6.78 The Council is in the process of commissioning consultants to advise on the amount retail that can be sustained by the proposed level of development. Retail will a significant part of any local centres provided on the Perryfields Road. Opportunities for a retail unit should also be explored on the Whitford Road and Norton Farm sites.

7) Planning Obligations

- 7.1 The fundamental principle underlying planning obligations is that they are *“intended to make acceptable development which would be otherwise unacceptable in planning terms”* (Circular 05/2005, Paragraph B3). Development on this large scale around Bromsgrove Town will have implications for existing infrastructure provision and therefore financial contributions will be required to ensure that development is sustainable. This chapter will provide details on the contributions that The Council currently considers are required for each of the strategic sites to support the large scale residential and commercial development proposed. This list is not exhaustive and may expand as further work is undertaken.
- 7.2 As part of the planning process a developer may be required to enter into a legal agreement to provide infrastructure and services on or off the development site where this is not possible to achieve through planning conditions. These agreements are known as Planning Obligations and are a delivery mechanism for the matters that are necessary to make the development acceptable in planning terms.
- 7.3 Such obligations can cover almost any relevant issue, acting as a main instrument for placing restrictions on developers, often requiring them to minimise the impact on the local community and to carry out tasks which will provide community benefits, and can include the payment of sums of money. Planning Obligations can be positive (requiring the covenantor or his/her successors in title to do a specified thing in, on, under or over the land) or negative (restricting the covenantor or his/her successors from developing or using the land in a specified way). (Circular 5/05 Para. A3).
- 7.4 The legal basis for planning obligations is provided by S106 of the Town and Country Planning Act 1990 (as amended by the Compensation Act 1991). Sections 46 and 47 of the Planning and

Compulsory Purchase Act 2004 give the Secretary of State the power to make regulations to replace S.106. The Community Infrastructure Levy (CIL) came into force on 6th April 2010 through the Community Infrastructure Levy Regulations 2010. The Council has yet to begin work on a charging schedule and will continue to seek S106 contributions in the short term.

7.5 National Policy Context

7.6 Government advice on the application and use of planning obligations is set out in Circular 05/2005 'Planning Obligations'. This guidance seeks to ensure that planning obligations are used as effectively as possible. In July 2006 this was followed by the 'Planning Obligations Practice Guide'. This guidance aims to provide Local Planning Authorities and developers with practical tools and methods to help the development, negotiation and implementation of planning obligations.

7.7 Further guidance is also contained within PPS1 'Delivering Sustainable Development'. Indeed paragraph 24 states:

7.8 *"Planning authorities should ensure that sustainable development is treated in an integrated way in their development plans. In particular, they should carefully consider the interrelationship between social inclusion, protecting and enhancing the environment, the prudent use of natural resources and economic development – for example, by recognising that economic development, if properly planned for, can have positive social and environmental benefits, rather than negative impacts, and that environmental protection and enhancement can in turn provide economic and social benefits."*

7.9 Ways in which planning obligations may be used?

7.10 As set out in paragraph B3 of Circular 05/2005 'Planning Obligations', obligations may be used;

- to **prescribe** the nature of development (e.g. by requiring that a given proportion of housing on a site is affordable); or
- to secure a contribution from a developer to **compensate** for loss or damage created by a development (e.g. loss of open space); or
- to **mitigate** a development's impact (e.g. through increased public transport provision).

7.11 When they are needed?

- 7.12 The use of planning obligations must be governed by the fundamental principle that planning permission may not be bought or sold. There are no hard and fast rules about the size or type of development that should attract Planning Obligations. However, government guidance in Circular 05/2005 'Planning Obligations' (Paragraph B5) stipulates that they should only be sought where they meet all of the following tests:
- i. relevant to planning;
 - ii. necessary to make the proposed development acceptable in planning terms;
 - iii. directly related to the proposed development;
 - iv. fairly and reasonably related in scale and kind to the proposed development; and
 - v. reasonable in all other respects.

7.13 How can they be obtained?

- 7.14 There are four standard methods by which Planning Obligations can be negotiated/obtained – these are as follows;
1. Site by site basis;
 2. Use of standard formula/ tariff, e.g. off site public open space;
 3. Provision of area based infrastructure, e.g. where developments occur within close proximity to each other and the cumulative effect will result in the requirement for public realm improvements, the Council

may pool contributions from each of the developments to fund improvements in an equitable way, for example improvements to public realm and conservation areas;

4. Strategic infrastructure, e.g. extensions to bus routes.

7.15 The Council will negotiate obligations on each of the strategic sites. Officers will have regard to the resulting total package of obligations sought when considering whether obligations are "*fairly and reasonably related in scale and kind to the proposed development*" (Paragraph B5, Circular 05/2005).

7.16 How can they be used?

7.17 Government policy and guidance indicates that, wherever possible, planning conditions should be attached to grant of planning permission in preference to the use of obligations. However, it is not always appropriate to deal with certain matters by way of condition, and this is when a planning obligation can be used. Planning Obligations can be used in the following ways, to:

- a. Restrict the development or use of the land in a specified way;
- b. Require specified operations and activities to be carried out on the land;
- c. Require the land to be used in a specified way;
- d. Require that a sum or sums to be paid to the authority on a specified date or dates or periodically.

7.18 They provide a means of ensuring that developers contribute towards the infrastructure and the services that Bromsgrove District Council believe necessary to facilitate proposed developments. Contributions may be either in cash or kind and are required from developers.

Impact on viability

- 7.19 If a developer considers that the level of obligations required would render their proposal unviable, then the developer will be expected to provide full financial details of the proposal to the Council, in a financial appraisal submitted and signed by an appropriately qualified professional. This will be handled on a confidential basis in recognition of a developers commercial interests. For the Council to consider an “unviable” argument, it will be essential that the developer shares information substantiating this on an open book basis. If there is any disagreement on the financial appraisal the Council will expect the developer to agree to an adjudication by an independent financial body and any costs of the adjudication funded by the developer.
- 7.20 Every proposed development must be assessed against the relevant planning policy, and obligations will only be required where a development would otherwise be unacceptable in planning terms. In these instances the developer will be expected to provide the full cost of meeting the public infrastructure requirements outlined in this document. Only in exceptional circumstances would the Council consider a reduction in the full cost. Until such a time as a formal priority mechanism for apportioning a reduced level of Planning Obligation is determined (in accordance with the Council's Objectives and Priorities) then generally the requirements will be apportioned on the ratio or percentage as if there was no reduction in infrastructure.

7.21 What Contributions will be sought?

- 7.22 The Council is currently seeking contributions for the following:
- Education
 - Police
 - Open Space
 - Highways Infrastructure
 - Affordable Housing

7.33 Please note that this list is not exhaustive and further contributions may be required.

7.34 Education Contributions

7.35 The opportunity of a decent education is central to the Government's aims of achieving sustainable communities. Provision of adequate education facilities is crucial in ensuring that all children have the opportunity to gain vital knowledge, skills and qualifications needed for a bright start in life.

7.36 Without investment, schools' ability to accommodate extra pupils generated by new housing development can be compromised. It is therefore important to maintain sufficient levels of school capacity and infrastructure for a growing population. The development industry has a key role to play in delivering this provision, on a scale and kind that is appropriate to the development of the strategic sites. The use of a planning obligation is to mitigate, or to compensate for, a development's impact on school capacity. The County Council published 'A Short Guide to S106 Education Contributions' which sets out a framework for seeking education contributions across Worcestershire and this has been interpreted to seek contributions on the strategic sites.

7.37 The aims of this section are as follows:

- (i) to clearly establish the level of contribution towards the provision of education facilities for children that Worcestershire County Council (as Local Authority providing children's services) will require from the development of new housing on the strategic sites;
- (ii) to identify the types and forms of housing that contributions will be sought;

(iii) to set out the procedure for agreement and payment of contributions

7.38 Framework for seeking education contributions

7.39 It is fundamental to the principles of the planning system to ensure that the circumstances in which education contributions will be sought, together with the type and amount of such contributions, are open and transparent.

7.40 As encouraged in Circular 05/2005, contributions for education facilities will be determined through applying a formula and standard charges. This is in order to “*speed up negotiations*” and “*ensure predictability*”, whilst helping to “*promote transparency*” and “*assist in accountability in the spending of monies*”. (Circular 05/2005, para B33).

7.41 The formula takes into account the following elements:

- **Building cost multiplier** – which is the cost per pupil for building new accommodation, based on a weighted average of two separate multipliers, one for totally new schools and one for existing schools. The building cost multiplier is calculated by the DfES and updated periodically. Separate multipliers are published for the primary and secondary phases of education. An area weighting is applied.
- **Pupil yield** - which represents the number of children in each year group that may be expected to arise from new housing. A figure of 2.9 children per year group per 100 dwellings will be used. This is derived from the 2001 Census of Population average number of children per privately owned dwelling.
- **Number of year groups in each phase of schooling** –In Bromsgrove District there is a three-tier system of education with first,

middle and high schools. There are 5 primary school year groups in first schools, 2 primary school year groups and 2 secondary school year groups in middle schools, and 3 secondary school year groups and 2 post-16 year groups in high schools.

- **Size of dwelling** – in terms of number of bedrooms. A 2-3 bedroomed dwelling is considered the standard (and so has no additional effect on the basic calculations), whereas a dwelling with 4 or more bedrooms requires a 50% increase on the calculated standard contribution. This is due to the increased likelihood of there being children resident in the dwelling, derived from output from the 2001 Census of Population. One-bedroomed dwellings are not subject to any contribution as it is unlikely that children would be present in such small accommodation.
- **Type of dwelling** – Flats will be allowed a 60% discount on the standard charge. This represents the reduced likelihood of there being children resident in the dwelling, based on results of the 2001 Census of Population. There will be no charge for extra care accommodation or sheltered housing as such accommodation solely for the occupation of the elderly and there would be no implications for school places. Contributions will not be sought on the affordable element of housing schemes to help ensure the affordable elements of schemes are viable.

7.42 Eligible Schools

7.43 Each of the strategic sites will have implications for a number of schools within the Bromsgrove Town. On average a development of 100 houses would generate approximately 3 additional pupils per year group. The County Council have confirmed the school catchment areas for each of the 3 sites and these are set out below:

7.44 Perryfields Road - The most effected schools are likely to be Sidemoor First School, Parkside Middle School and North Bromsgrove High School.

7.45 Whitford Road - In the west of the town the most effected schools are likely to be Millfields First School, St John’s Middle School and South Bromsgrove High School.

7.46 Norton Farm – This site in the north would potentially have implications on Meadows First Schools. Development here would create additional pressure for school places at Parkside Middle School and North Bromsgrove High School.

7.47 The County Council have published ‘A Table of Charges 2010-2011’ setting out charges expected for each school in the district. Based on the above mentioned schools the charges per dwelling for each of the development sites are set out in figure 8.

Site	2 & 3 bedroom house	4 + bedrooms	flats
Perryfields Road	£3,310	£4,965	£1,324
Whitford Road	£3,688	£5,532	£1,475
Norton Farm	£3,310	£4,965	£1,324

Figure 8: Table of charges for education contributions from strategic sites

7.48 At this stage the actual level of contribution for each development cannot be calculated. This will require confirmation of the exact number of dwellings proposed on each site with a breakdown of the number of bedrooms proposed within each dwelling.

7.49 The Police

7.50 The delivery of safer communities is a Government objective for the planning system and therefore it is right that where development has

an impact on creation, or maintenance, of safe communities it should contribute towards mitigating that impact.

- 7.51 This assertion has statutory force under Section 17 of the Crime and Disorder Act 1997, which requires local authorities, police authorities and other agencies to consider crime and disorder reductions and community safety in the exercise of all their duties and activities.
- 7.52 In general, Section 106 contributions for policing are in principle no different from such contributions for education or Primary Care Trusts. They are within the terms of Section 106. Such contributions would meet all of the 5 tests set out within paragraph B5 of Circular 05/05.
- 7.53 In addition, national planning policies provide support for delivering effective and efficient policing to reduce crime and create safe places to live. Paragraph 5 of PPS1 describes the Government's overarching objectives for the planning system and states that it should promote development that 'creates social cohesion and inclusion through delivering safe, healthy and attractive places to live.'
- 7.54 Paragraph 23 of PPS1 states that planning authorities should ensure that infrastructure and services are provided to support new and existing development and housing. Paragraph 36 requires that key objectives for planning authorities should include ensuring that developments create safe and accessible environments where crime and disorder does not undermine quality of life or community cohesion.
- 7.55 A companion good practice guide, 'Safer Places – The Planning System and Crime Prevention', provides guidance on creating safe and secure places and refers to the scope for Section 106 agreements to be used to create safer environments within the area of a proposed development.

7.56 PPS3 states in paragraph 16 that local authorities should ensure that proposed developments are safe. Paragraph 38 of PPS3 requires that local authorities, in considering the locations for new housing should ensure that they are accessible to local community infrastructure and services i.e. policing.

7.57 Safety and security are therefore fundamental elements of sustainable communities. They cover a wide range of activities designed to reduce the likelihood of crime, disorder, anti-social behaviour, road casualties and fires that impact on people's quality of life. Importantly it also involves reducing the fear of crime, to promote people's sense of well being, and reducing the harm caused by drug and alcohol misuse and behaviour damaging to the environment.

7.58 Framework for seeking police contributions

7.59 In accordance with Circular 05/05 developer contributions to policing services may only be sought for, and spent on, measures that relate to the individual source development. Also, Section 106 monies cannot be obtained for to make up for existing shortfalls. Therefore with regard to the circular, contributions towards the police can be justified by the fact that policing is a population based service. Therefore, with an increase in population in an area there is an accompanying increase in pressure on the ability of West Mercia Police to carry out their obligations under the Police Act 1996 to provide an efficient and effective police service. Essentially, if a population increases it will be necessary to increase the number of officers and support staff policing to that population to ensure that the level of service is maintained (or improved). With an increase in officers there will be a need to expand the infrastructure required to support them.

7.60 A formula based approach has been developed by West Mercia Police to identify the required level of contribution. The formula includes a discount factor to ensure that there is proportionality between new

population and new development. Contributions sought are therefore proportionate to the relevant impact factor of new population.

- 7.61 The methodology for calculation of the standard charge for policing infrastructure involves 5 steps:
- 7.62 Step 1: Derive an incident ratio per head of the population, and projected this into the future to determine likely number of future incidents arising from an expanding population.
- 7.63 Step 2: Establish an acceptable ratio of incidents to police officers and support staff, based on delivery of an efficient and effective police service. This allows needs for additional staff numbers to be calculated, based on the expanded population. This stage provides a proportional link between population increase and the need for increased policing infrastructure.
- 7.64 Step 3: Derive the additional infrastructure requirement from the additional staff quotient numbers required to provide effective policing. Accommodation/infrastructure needs are based upon a standard floor space and set up cost per additional staff member.
- 7.65 Step 4: To divide the projected infrastructure costs by the planned number of new dwellings to give a standard charge per dwelling. This figure requires adjustment to determine a new resident occupancy rate per new dwelling (on the basis that additional infrastructure requirements are population not dwelling driven) and a proportionate charge per new dwelling.
- 7.66 Step 5: To adjust the standard charge per dwelling to reflect occupancy rates of new residents. This is achieved by dividing the projected number of new residents by the forecast number of dwellings to produce a new resident occupancy per dwelling. The cost per dwelling

is then calculated by applying the occupancy factor to the new resident cost.

7.67 On the basis of this formula West Mercia Police will require a contribution of **£295 per dwelling** to provide an efficient and effective policing service in the town. Full details of the figures used by West Mercia Police to reach this sum are available in the Policing Plan for West Mercia Police (North Worcestershire Division).

7.68 Open Space, Sport and Recreational Facilities

7.69 It is necessary and reasonable to request the provision of formal and informal public open space from residential and commercial development that is likely to generate increased demand for and use of such infrastructure.

7.70 The first stage in assessing the quantitative need for new open space, sport and recreation facilities is based on estimating the number of residents living in the proposed development. This can be calculated using an average occupancy standard. This is intended to provide an initial guide to the likely open space requirement. This initial figure should, in all circumstances be updated by a detailed calculation based on the number of bedrooms, once a reserved matters application is submitted.

7.71 These occupancy figures can be applied to the local quantity standards in figure 9 below to calculate the quantitative need arising from development.

Typology	Local Quantity Standard per 1000 population	Equivalent Local Quantity Standard Per Person
Parks and Gardens	0.26	0.00026

Typology	Local Quantity Standard per 1000 population	Equivalent Local Quantity Standard Per Person
Natural and Semi Natural Green Space	0.44	0.00044
Amenity Green Space	0.42	0.00042
Provision for Children	0.027	0.000027
Provision for Young People	0.03	0.00003
Outdoor Sport Facilities	1.67	0.00167
Allotments	0.19	0.00019

Figure 9: Calculating Quantitative Need

7.72 Naturally the size of dwellings will impact upon the demand for open space. Figure 10 sets out the average number of occupiers per dwelling type.

Category	Open market housing/flats
2 bedroom dwelling	2.5 persons per unit
3 bedroom dwelling	3.5 persons per unit
4 bedroom dwelling	4 persons per unit

Figure 10: Average number of occupiers per dwelling type

7.73 Once the number of likely residents has been determined the local quantity standard per person can be used to identify the quantity of each type of open space on site. It is not expected that every component will be provided on site. Existing local provision will be taken into account when determining what forms of open space are provided on each of the strategic sites.

7.74 Maintenance Costs

7.75 Where new areas of open space have been provided on site they will need to be maintained. There are two ways to achieve this; either the open space can be adopted by the Council 12 months after completion

or a management company can be set up to ensure the upkeep of the land.

7.76 Maintenance costs will also be sought where development is likely lead to the increased usage of existing facilities adjacent to the strategic sites. These sites include following:

- King George Recreation Ground (adjacent to Perryfields Road site)
- Sanders Park (adjacent to Whitford Road site)
- Recreation Ground accessed via Upland Grove (adjacent to Norton Farm)

7.77 SPG11 has been used for a number of years to calculate contributions towards play space in the district. Figure 11 sets out the different maintenance costs for the different forms of play space.

Type of Play Space	Maintenance Costs for Activity Zone (per m ²)	Maintenance Costs for Informal/Casual space (per m ²)	Maintenance costs for youth/adult play space (per m ²)
Local Area of Play (LAP)	£40	£40	n/a
Local Equipped Area of Play (LEAP)	£21	£40	n/a
Neighbourhood Equipped Areas of Play (NEAP)	£7	£40	n/a
Youth/Adult	n/a	n/a	£40

Figure 11: Maintenance costs for play space

7.78 Whitford Road

- 7.79 Parks & Gardens** - Bromsgrove Central is well served by parks and gardens and this site is within a 15 minute walk time of Sanders Park ensuring that residents have access to these facilities. Design and access will be crucial to ensure that there are well defined legible routes into the park from the Whitford Road Site.
- 7.80 Natural and Semi-Natural Open Space** - PPG17 study identifies that there is currently insufficient natural and semi-natural open space within the Bromsgrove central area and as the population increases the deficiency per 1000 population will grow. In addition there is no natural or semi-natural open space within a 15 minute walking distance of the Whitford Road. There is therefore a clear opportunity for this matter to be addressed in the development of the site ensuring that residents are able to walk to natural and semi natural open space.
- 7.81 Amenity Green Space** – There is currently a deficiency of amenity green space in the Bromsgrove Central area and this deficiency is expected to increase over time as the population increases. Whilst residents on the Whitford Road site would have access to amenity green space within a 10 minute time, such spaces provide important informal recreational space and can provide attractive landscapes in residential development. It is therefore important to incorporate areas of amenity green space within the development.
- 7.82 Provision for Children** – The PPG17 study identifies that there is currently a deficiency of play facilities for children within the ward of Whitford. The majority of proposed residents of the Whitford Road site would not have access to such facilities within the recommended 10 minute walk time. It is therefore imperative that the development incorporates equipped play areas that cater for children under the age of 12.
- 7.83 Provision for Young People** – The ward of Whitford currently has a surplus of facilities for young people due to the range of amenities

available at Sanders Park that cater for older children. The facilities within Sanders Park are within the recommended 15minute walk time of the site meaning that there is no requirement for facilities for young people on the site.

7.84 Outdoor Sports Facilities- There is currently a deficiency of outdoor sports facilities in the central area of Bromsgrove. However, the Whitford Road site falls within the recommended accessibility standards for grass pitches, tennis courts, bowling greens, synthetic turf pitches and golf courses. On this basis it is considered unreasonable to expect the provision of outdoor sports facilities on site.

7.85 Allotments – In relation to the recommended quantity standard there is sufficient provision to meet current and future demand within Bromsgrove Central. However, it is important to note that allotments have become increasingly popular within recent years and there are waiting lists at all Council run allotments. The allotments on Watt Close would be within a 15minute walking distance for residents of the Whitford Road site. The current demand for allotments would suggest that there is an opportunity to provide allotments on the site.

7.86 Perryfields Road

7.87 Parks and Gardens - Bromsgrove Central is well served by parks and gardens and this site is within a 15 minute walk time of ensuring that residents have access to these facilities. With sufficient provision of parks and gardens both currently and in the future within the central Bromsgrove there is no justification for further provision of this nature.

7.88 Natural and Semi-Natural Open Space - PPG17 study identifies that there is currently insufficient natural and semi-natural open space within the Bromsgrove central area and as the population increases the deficiency per 1000 population will grow. Whilst the majority of the Perryfields Road site is within a 15 minute walking distance of natural

or semi-natural open space there is a clear opportunity for some of this typology of open space to be provided on site. Natural and semi-natural open space has not only got benefits in terms of amenity value for residents but also provides opportunities for recreation and has a key role to play in wildlife conservation and biodiversity.

- 7.89 Amenity Green Space** – There is currently a deficiency of amenity green space in the Bromsgrove Central area and this deficiency is expected to increase over time as the population increases. Areas of the Perryfields Road site do not currently have access to amenity green space within a 10 minute walk time. This area is primarily at the north western end of the site. Such spaces provide important informal recreational space and can provide attractive landscapes in residential development. It is therefore important to incorporate areas of amenity green space within the development ensuring that all residents have access within the recommended 10 minute walk time.
- 7.90 Provision for Children** – The Perryfields Road site is partially located in the wards of Sidemoor and Whitford. The PPG17 study identifies that there is currently a deficiency of play facilities for children within these wards. A significant proportion of residents of the Perryfields Road site would not have access to such facilities within the recommended 10 minute walk time, particularly those located on the southern half of the site. It is therefore imperative that the development incorporates equipped play areas that cater for children under the age of 12.
- 7.91 Provision for Young People** – The ward of Sidemoor currently has a deficiency of facilities for young people and the PPG17 study identifies that the central areas of the site do not have access to facilities for young people within the 15 minute walk time. The development of the site should therefore include some facilities for young people such as a Multi Use Games Area that would address the current shortfall in the ward of Sidemoor.

7.92 Outdoor Sports Facilities- There is currently a deficiency of outdoor sports facilities in the central area of Bromsgrove. The Perryfields Road site falls within the recommended accessibility standards for tennis courts, bowling greens, synthetic turf pitches and golf courses. However from the central area of the site there are currently no grass pitched that can be accessed within the recommended walking time of 10 minutes. The ward has a shortfall of both adult and junior football pitches and junior rugby pitches that should be addressed through the development of the site.

7.93 Allotments – In relation to the recommended quantity standard there is sufficient provision to meet current and future demand within Bromsgrove Central. However, it is important to note that allotments have become increasingly popular within recent years and there are waiting lists at all Council run allotments. In addition virtually the whole of the Perryfields Road is beyond the recommended 15 minute walk time to an allotment. There is clearly a demand for allotments and on-site provision would help to promote sustainable lifestyles.

7.94 Norton Farm

7.95 Parks and Gardens - Bromsgrove Central is well served by parks and gardens although only part of the Norton Farm site is within a 15 minute walk time of this typology of open space. It is therefore imperative that good quality open space is provided on site.

7.96 Natural and Semi-Natural Open Space - PPG17 study identifies that there is currently insufficient natural and semi-natural open space within the Bromsgrove central area and as the population increases the deficiency per 1000 population will grow. Whilst the Norton Farm site is within a 15 minute walking distance of natural or semi-natural open space there is a clear opportunity for some of this typology of open space to be provided on site. Natural and semi-natural open space

has not only got benefits in terms of amenity value for residents but also provides opportunities for recreation and has a key role to play in wildlife conservation and biodiversity.

7.97 Amenity Green Space – There is currently a deficiency of amenity green space in the Bromsgrove Central area and this deficiency is expected to increase over time as the population increases. Whilst the site does currently have access to amenity green space within a 10 minute walk time this typology of open space can provide important informal recreational space and attractive landscapes in residential development. It is therefore important to incorporate areas of amenity green space within the development.

7.98 Provision for Children – The Norton Farm site is located within the ward of Norton. The PPG17 study identifies that there is currently a modest surplus of play facilities for children in this ward. However, the proposed increase in population may still mean that additional provision is provided on-site.

7.99 Provision for Young People – The ward of Norton currently has a deficiency of facilities for young people. Whilst the PPG17 study identifies that residents on the site would access to facilities for young people within the 15 minute walk time there is a clear opportunity for the shortfall of provision in the ward to be addressed on the site. The development of the site should therefore include some facilities for young people such as a Multi Use Games Area to address the identified shortfall.

7.100 Outdoor Sports Facilities- There is currently a deficiency of outdoor sports facilities in the central area of Bromsgrove. However, the Norton Farm site falls within the recommended accessibility standards for grass pitches, tennis courts, bowling greens, synthetic turf pitches and golf courses. On this basis it is considered unreasonable to expect the provision of outdoor sports facilities on site.

7.101 Allotments – In relation to the recommended quantity standard there is sufficient provision to meet current and future demand within Bromsgrove Central. However, it is important to note that allotments have become increasingly popular within recent years and there are waiting lists at all Council run allotments. The allotments on Stourbridge Road (behind the Prince of Wales Hospital) would be within a 15minute walking distance for the majority of residents on the Norton Farm site. The current demand for allotments would suggest that there is an opportunity to provide allotments on the site.

7.102 Highway Infrastructure

7.103 PPG13 advocates the use of planning obligations to achieve improvements to public transport, walking and cycling where such measures would be likely to influence travel patterns to the proposed development site.

7.104 Development of this large scale will impact upon highway network around Bromsgrove Town and therefore contributions will be sought on all three sites to ensure that there is no adverse impact from the increased traffic around the north and west of the town.

7.105 The main areas of contribution have been highlighted for each site to ensure improvements to sustainable modes of transport to ensure that opportunities for walking, cycling and travel via bus and trains are maximised.

7.106 Perryfields Road

Contributions towards highway infrastructure should include the following:

- Improvements to existing public rights of way within the site
- The provision of well connected pedestrian routes

- The prioritisation of pedestrian safety through the development of wide pavements, street lighting and good design
- Improvements to the Sustrans route
- The creation of safe road layouts for cyclists
- New signage for cyclists highlighting distances and cycle times to key destinations
- Appropriate levels of cycle parking/storage within the development
- A new bus route (or re-routing of existing bus route) provided through the development that connects with both Bromsgrove Town Centre and the train station
- Highway improvements to the Perryfields Road and the key junctions with both the Kidderminster and Stourbridge Road

7.107 Whitford Road

Contributions towards highway infrastructure should include the following:

- Improvements to existing public rights of way within the site
- The provision of well connected pedestrian routes including improved links to Sanders Park
- The prioritisation of pedestrian safety through the development of wide pavements, street lighting and good design
- The creation of safe road layouts for cyclists
- Improvements to the Sustrans route
- Appropriate levels of cycle parking/storage within the development
- Extension of existing bus route into development site
- Improved frequency of buses within and adjacent to the site
- Highway improvements to the Whitford Road including the 2 new junctions to support the development

7.108 Norton Farm

Contributions towards highway infrastructure should include the following:

- Improvements to existing public rights of way within and adjacent to the site
- The provision of well connected pedestrian routes
- The prioritisation of pedestrian safety through the development of wide pavements, street lighting and good design
- The creation of safe road layouts for cyclists
- Alterations to local cycle route 1 to serve the site
- Appropriate levels of cycle parking/storage within the development
- New and improved signage for pedestrian and cycle routes
- Extension of existing bus route into development site
- Improved frequency of buses adjacent to the site
- Improvements to waiting facilities at bus stops within 200m of the site
- Highway improvements to the Birmingham Road including the new junction to support the development and the existing junction with the A38

7.109 Travel Plans

7.110 Improving transport choice and reducing the need to travel are essential factors in reducing car use. Travel Plans are a package of measures tailored to the needs of individual sites, aimed at the promotion of more sustainable travel choices and reducing reliance on the car. PPG13 recognises the role that travel plans can play in contributing towards the delivery of sustainable transport objectives.

7.111 Travel plans will be required for all 3 sites that are suitable for the different end users whether they are occupiers of new dwellings or employees of new retail stores or offices. Plans should outline measures of how the developer will encourage the use of sustainable modes of transport. Possible examples include “welcome packs” containing details of bus timetables and walking and cycling routes and incentives such as subsidised bus passes.

7.112 Affordable Housing

7.113 As discussed previously 40% affordable housing provision will be expected from each of the development sites. The breakdown of the provision will be 2/3 social rented and 1/3 intermediate. The actual sizes and types of accommodation required can be discussed with the Strategic Housing Officer before the submission of any planning applications.

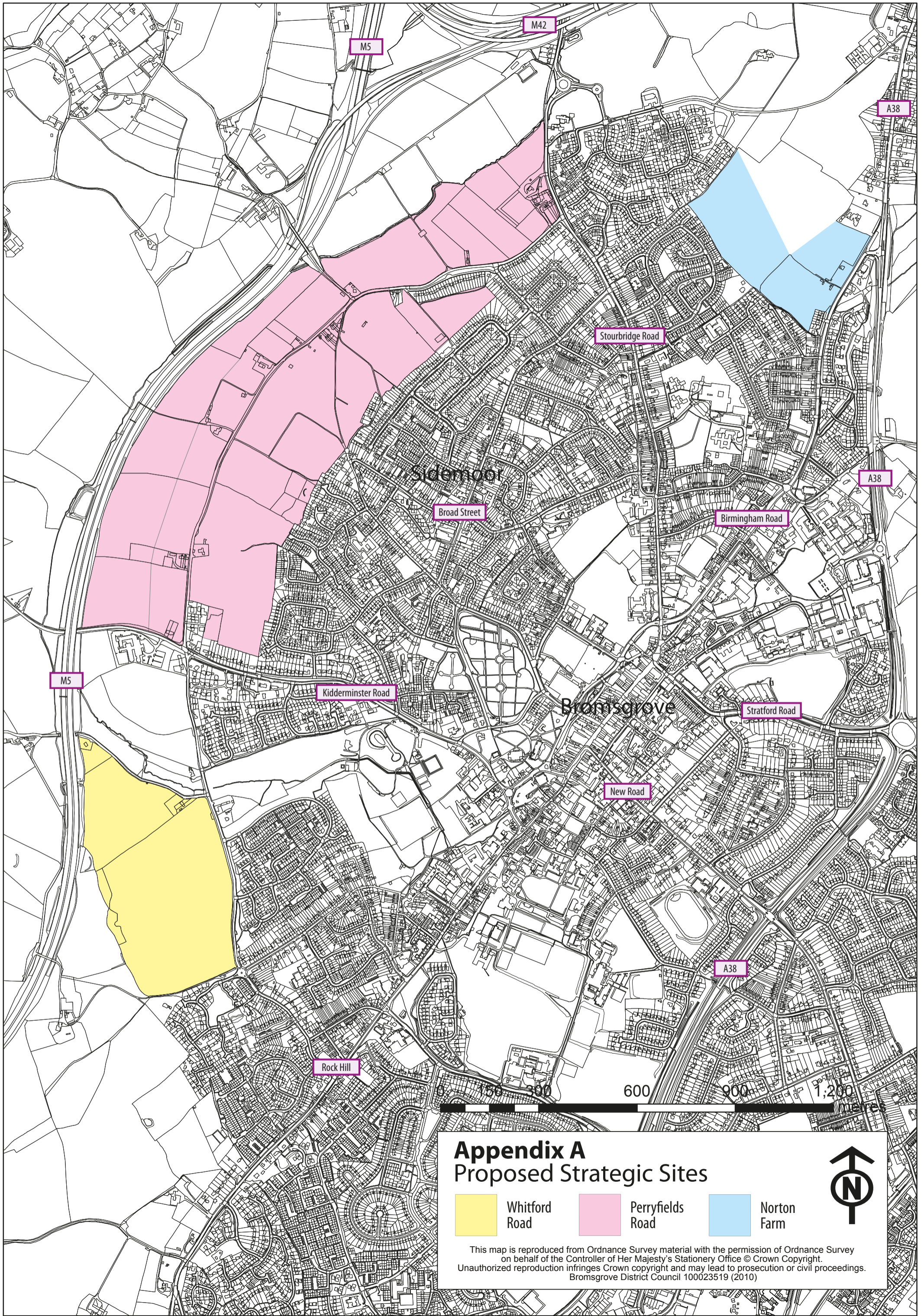
7.114 Developers will need to work with a Registered Social Landlord and enter into a legal agreement with the Council to ensure the timely delivery of the affordable housing. All affordable housing will be delivered on-site to ensure the creation of mixed communities. The Council will not accept financial contributions towards off-site delivery.

8) Overall Conclusions & Summary

- 8.1 The 3 sites at Perryfields Road, Whitford Road and Norton Farm have been considered in great detail addressing a variety of issues including flood risk, accessibility, ecology, infrastructure capacity and landscape. No 'showstoppers' have been identified and these sites are therefore still considered to be the most appropriate to allocate as strategic sites within the Core Strategy.
- 8.2 Evidence suggests that the 3 sites should consist of the following:
- 8.3 Norton Farm
- A minimum of 270 dwellings
 - Associated community infrastructure including public open space with play facilities
- 8.4 Perryfields Road
- A minimum of 1110 dwellings
 - Extra care facility (approximately 200 units)
 - 5 hectares of local employment (office and/or light industry)
 - local centre(s) with a mix of retail and other A class uses
 - Community facilities (including a community hall, play areas and sports pitches).
- 8.5 Whitford Road
- A minimum of 470 dwellings
 - Associated community infrastructure that should include public open space and a park with play facilities
 - local retail unit.
- 8.6 All three sites would be expected to address the following:
- i. The sites will have an overall strategy for green infrastructure

- ii. The residential development reflects the local need of a high proportion of 2 and 3 bedroom properties and contains 40% affordable housing (of which 75% is social rented and 25% is intermediate).
- iii. An overall transport strategy that maximises opportunities for walking and cycling
- iv. Significant improvements in passenger transport will be required meaning more regular bus services connecting to the town centre and the possibility of services being re-routed through developments.
- v. Junction improvements will be required at the main entrances to sites to improve traffic flow and minimise the impact of new development.
- vi. Matters of noise and air pollution will need to be addressed ensuring that sensitive land uses are not unduly impacted upon by the M5, M42 and the AQMA at junction 1 of the M42.
- vii. Matters of flood risk from the Battlefield Brook should be addressed through avoidance and flood attenuation measures; and surface water run off is managed to prevent flooding on and around all of the sites.
- viii. Important biodiversity habitats and landscape features should be retained and enhanced with any mitigation provided where necessary. There should be no net loss of hedgerow resource within the sites. Full account should be taken of all important and notable species (e.g badgers, reptiles, water voles and bats);
- ix. The development will need to reflect the topography of sites with built form avoiding prominent ridgelines.
- x. Financial contributions for a variety of infrastructure provision including education, play space and affordable housing.

A policy or policies should now be drafted for the Core Strategy that reflects the evidence gathered within this document. This will ensure the continued progress towards the development of these sites.



Appendix A Proposed Strategic Sites

- | | | | | | |
|---|---------------|---|------------------|---|-------------|
|  | Whitford Road |  | Perryfields Road |  | Norton Farm |
|---|---------------|---|------------------|---|-------------|

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