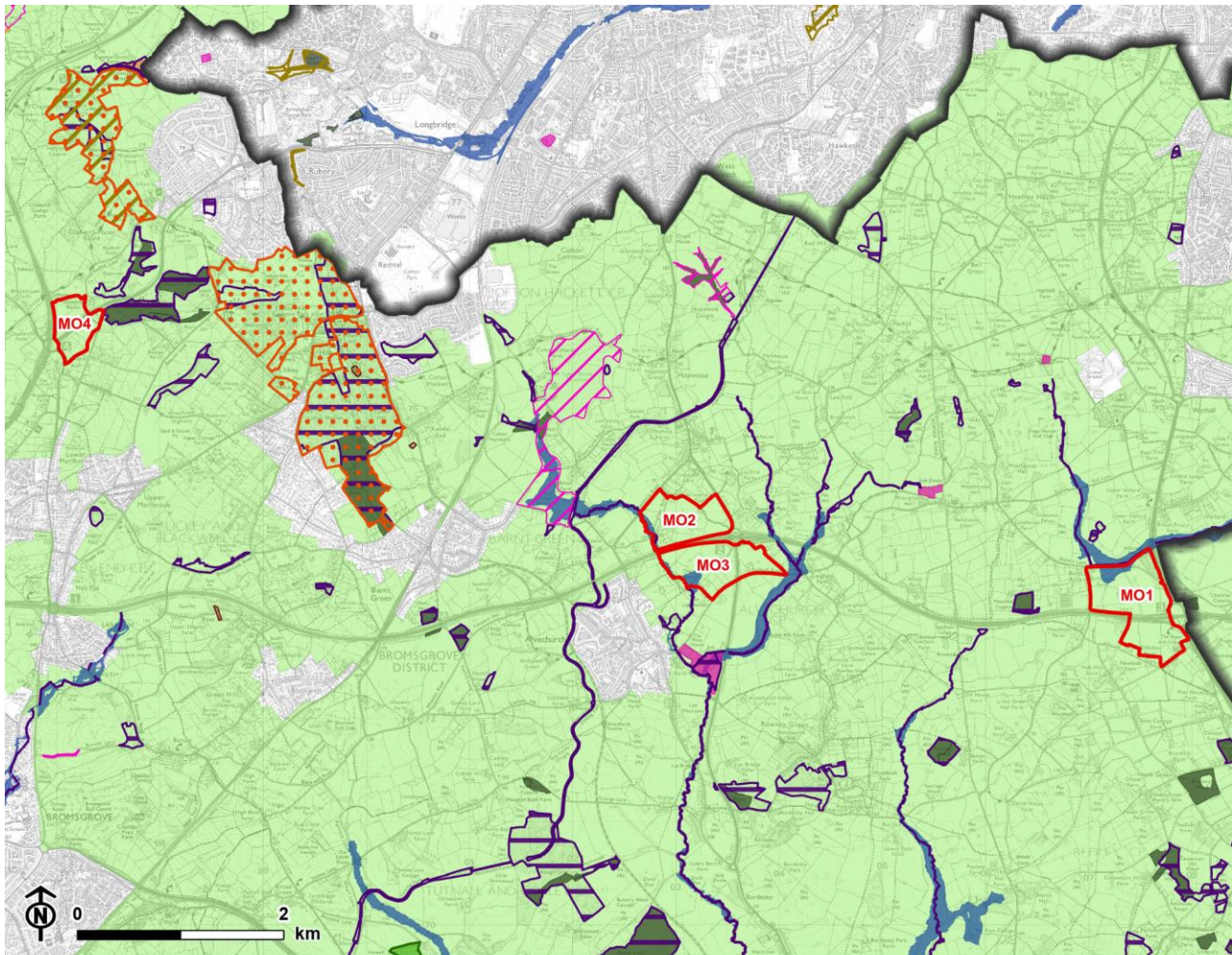


## **Appendix B**

### **Green Belt Harm Parcel Assessments – Motorway Junctions**

# Motorway Junctions

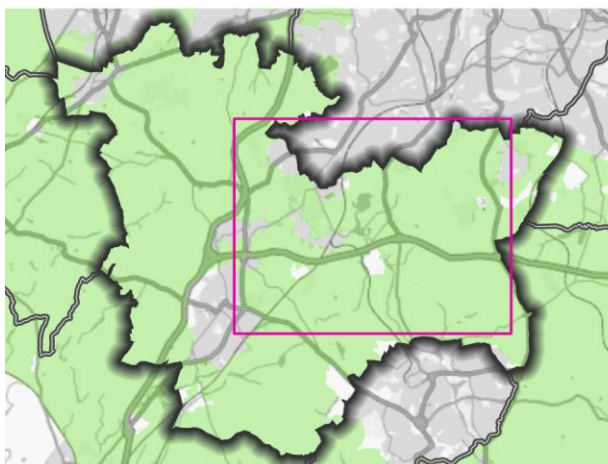


- Motorway junction parcel
- Bromsgrove District

  Green Belt

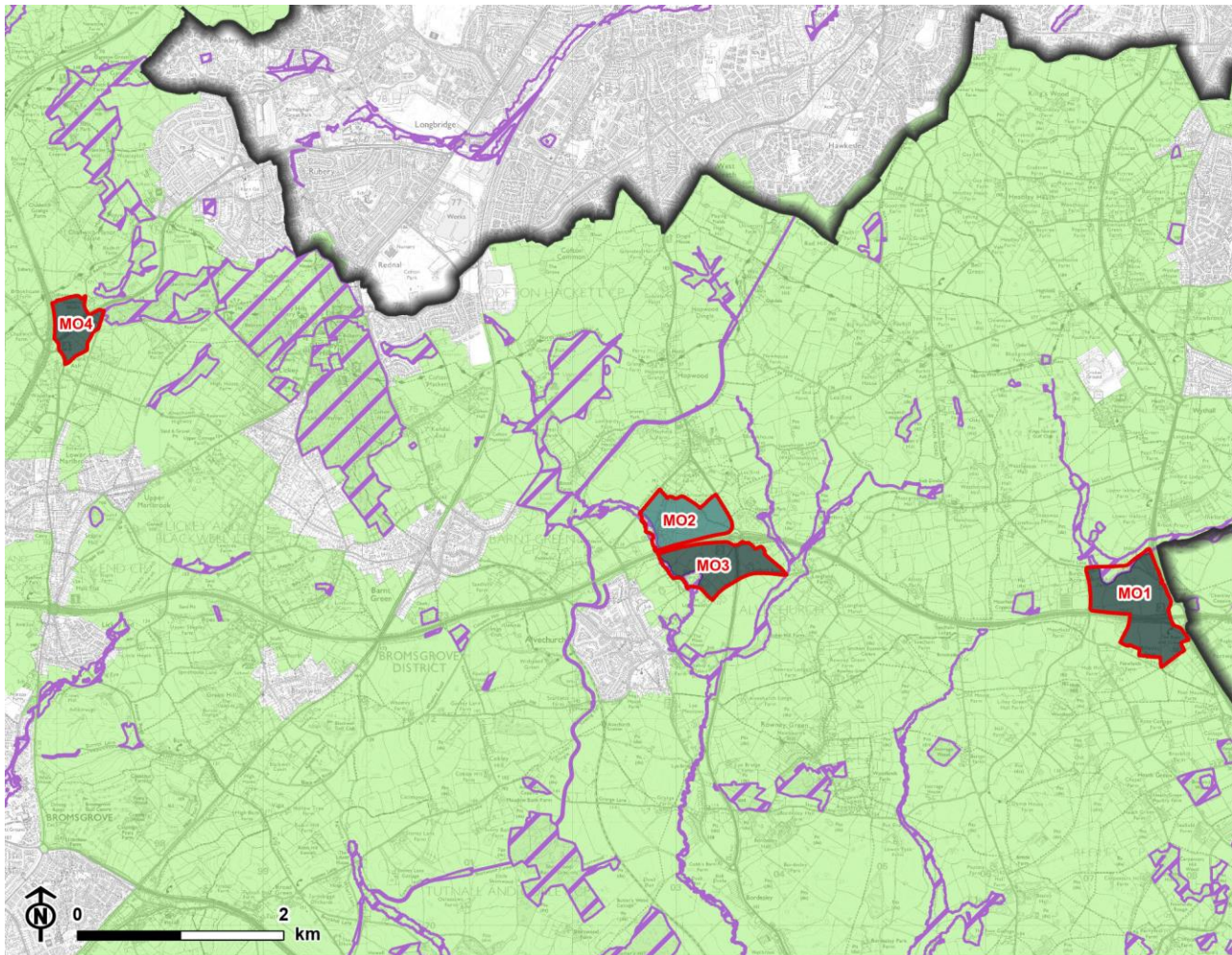
## Absolute constraints

- Site of Special Scientific Interest
- Local Wildlife Site
- Local Nature Reserve
- Local Geological Site
- Ancient woodland
- Country park
- Scheduled monument
- Registered Parks and Gardens
- Common land
- Flood zone 3



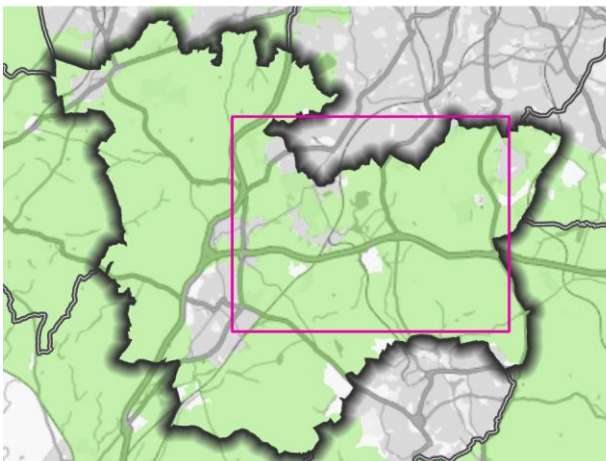


# Motorway Junctions



- Motorway junction parcel
- Bromsgrove District

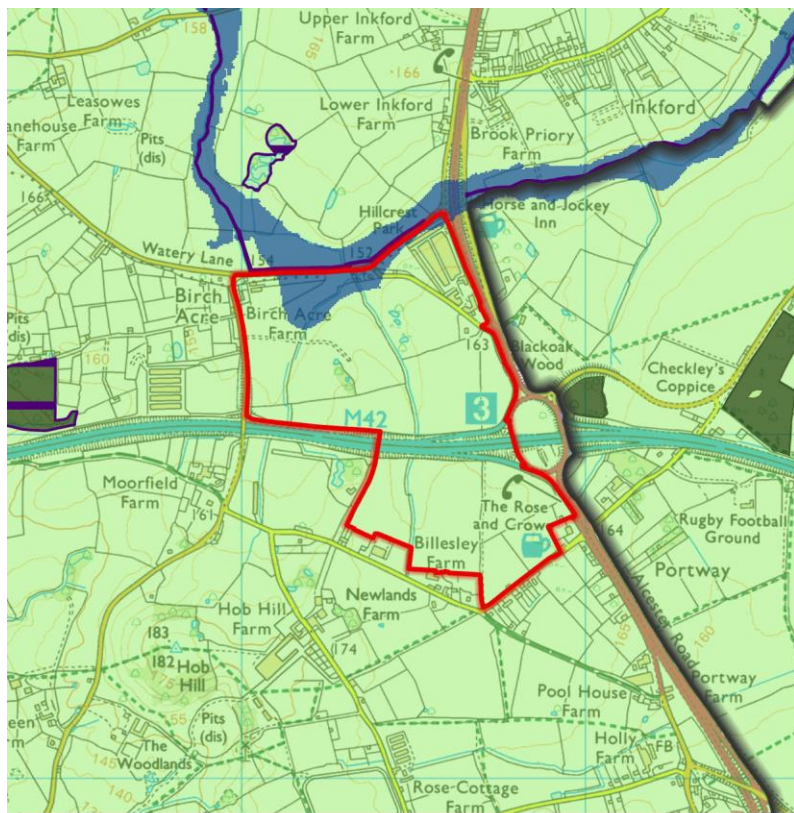
- Green Belt
  - Absolute constraints
- Highest Harm Rating**
- Very high
  - High
  - Moderate
  - Low/no






# Motorway Junctions

## Harm of release of land in MO1



-  Motorway Junction Parcel MO1
-  Bromsgrove District
-  Green Belt
- Absolute constraints**
-  Local Wildlife Site
-  Ancient woodland
-  Flood zone 3



# Motorway Junctions

## Harm of release of land in MO1

### Openness

The parcel straddles the M42 motorway to the west of Junction 3. Most land here is open. There is an agricultural building in the south of the parcel, but this is considered an acceptable use in the Green Belt and therefore does not impact openness. A public house, also in the south of the parcel, does not in isolation have any significant impact on openness. There is some residential development in the northeast, at Hillcrest Park (a park homes site), which impacts openness locally but not at a strategic scale within the parcel.

### Function

#### **Purpose 1 – Check the unrestricted sprawl of large built-up areas**

The parcel is a significant distance from the West Midlands conurbation, which is defined as a large, built-up area, so intervening land plays a principal role in preventing its sprawl. The creation of a new inset development area here would not be sprawl of the large built-up area, so Purpose 1 is not relevant to this parcel.

#### **Purpose 2 – Prevent neighbouring towns merging into one another**

The parcel plays no significant role in preventing neighbouring towns from merging (Purpose 2). It lies in gap between Redditch and Hollywood (Wythall) that is 6km wide, so the towns are too distant to be considered neighbouring.

#### **Purpose 3 – Assist in safeguarding the countryside from encroachment**

Land is mostly in agricultural use and therefore constitutes 'countryside'. The parcel is playing a role in helping to safeguard the countryside from encroachment (Purpose 3).

### Relationship with the urban area (distinction)

The parcel has sufficient separation from urban areas - either due to distance, the strength of separating landform or land cover or a combination of these - to have very strong distinction from them. Residential development at Hillcrest Park does not have an overly urbanising influence within the parcel due to screening tree cover along Dumble Pit Lane. There are a few houses along Billesley Lane to the south of the parcel but these are also largely screened from most of the parcel and have little urbanising influence.

# Motorway Junctions

## Harm of release of land in MO1

### Impact on adjacent Green Belt land

Release and development of land in the parcel would cause weakening of the distinction of adjacent Green Belt. The River Cole and adjacent tree cover to the north and the A435 to the east are boundary features that would limit impact on adjacent Green Belt land in these directions, there are also well-treed roads to the south (Billesley Lane) and the west (Lilley Green Road), and the motorway would form a strong boundary to any development that was limited to one side of it. However, given the current very strong distinction from urban areas, any new strategic-scale urban development here would cause some weakening of Green Belt integrity.

### Harm to the Green Belt purposes

#### Purpose 1 – Checking the unrestricted sprawl of large built-up areas

**Low/no**

Land is not adjacent to the large built-up area. Therefore, the release of land in the Parcel MO1 would not cause harm to the purpose of checking the unrestricted sprawl of the large built-up area.

#### Purpose 2 – Preventing neighbouring towns from merging into one another

**Low/no**

The parcel is open land with very strong distinction from any urban area, but is not in a location that plays any significant role in settlement gaps. The release of land in the parcel would not cause harm to the purpose of preventing neighbouring towns from merging.

#### Purpose 3 – Assisting in safeguarding the countryside from encroachment

**Very high**

Land is open countryside with very strong distinction from the urban area. Its release would cause weakening of the distinction of adjacent Green Belt land. Therefore, the release of land in the parcel would cause Very High harm to the purpose of safeguarding the countryside from encroachment.

# Motorway Junctions

## Harm of release of land in MO1

### Overall harm to the Green Belt purposes from release of land

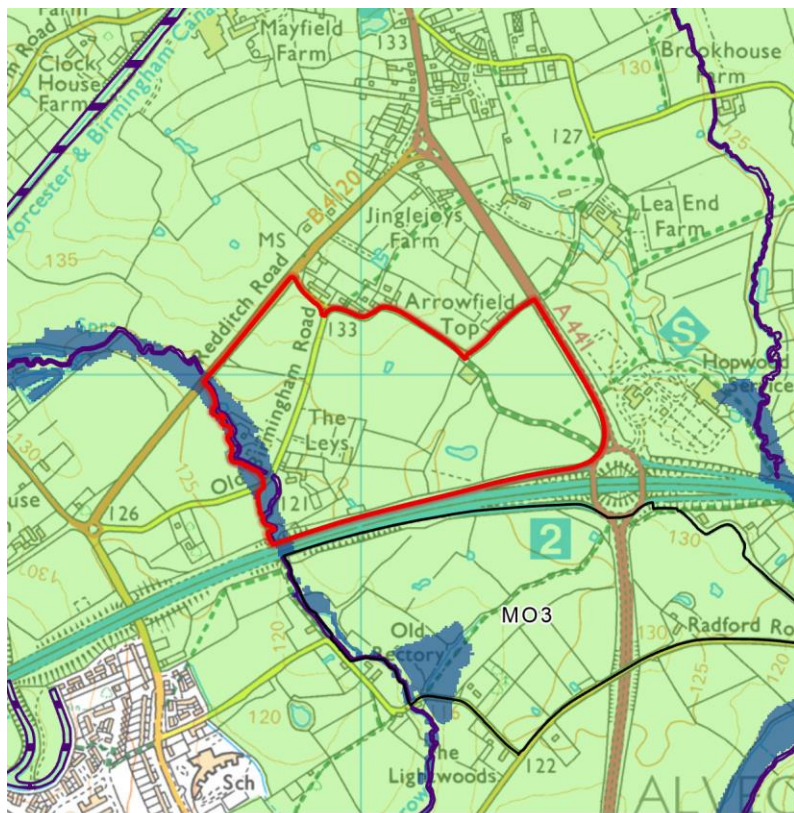
The release of land in Parcel MO1 would cause Very High harm to Green Belt Purpose 3.

**Very high**



# Motorway Junctions

## Harm of release of land in MO2



- Motorway Junction Parcel MO2
- Green Belt
- Absolute constraints**
- Local Wildlife Site
- Flood zone 3





# Motorway Junctions

## Harm of release of land in MO2

### Openness

Land to the north-west of M42 Junction 2 is open. There is a small cluster of buildings on Old Birmingham Road on the southern edge of the parcel, which are agricultural style buildings and some residential, but this has little impact on openness at a strategic scale.

### Function

#### **Purpose 1 – Check the unrestricted sprawl of large built-up areas**

The parcel is a significant distance from the West Midlands conurbation, which is defined as a large, built-up area, so intervening land plays the principal role in preventing its sprawl. The creation of a new inset development area here would not be sprawl of the large built-up area, so Purpose 1 is not relevant to this parcel.

#### **Purpose 2 – Prevent neighbouring towns merging into one another**

The parcel plays some role in preventing neighbouring towns from merging (Purpose 2). It lies in a relatively wide gap between Birmingham and Alvechurch, but intervening urbanising development at Hopwood, and connectivity provided by the A441, reduce perceived separation.

#### **Purpose 3 – Assist in safeguarding the countryside from encroachment**

The parcel is open farmland. It is, therefore, playing a role in helping to safeguard the countryside from encroachment (Purpose 3).

### Relationship with the urban area (distinction)

At this distance there is little urbanising influence from development at Hopwood, with field boundaries combining to screen views, and Hopwood Park Services are largely screened from wider view by tree cover. The parcel has strong distinction from urban development.

### Impact on adjacent Green Belt land

The M42 forms a strong boundary to the south, limiting impact on land beyond it. Land across the A441 to the east is affected by development at Hopwood Services, and land to the north is subject to some urbanising influence from development at Hopwood, so

# Motorway Junctions

## Harm of release of land in MO2

these areas are not stronger Green Belt land and impact on them would not increase overall harm. However, release and development of land in the parcel would cause some weakening of the distinction of adjacent Green Belt land to the west. The River Arrow to the south-west and the B4120 to the north-west are clear boundary features, but any new strategic-scale urban development here would, given the current very strong distinction from urban areas, cause some weakening of Green Belt integrity.

### Harm to the Green Belt purposes

#### Purpose 1 – Checking the unrestricted sprawl of large built-up areas

##### Low/no

Land is not adjacent to the large built-up area. Therefore, the release of land in the parcel would not cause harm to the purpose of checking the unrestricted sprawl of the large built-up area.

#### Purpose 2 – Preventing neighbouring towns from merging into one another

##### Moderate

The parcel is open countryside and lies within a relatively wide gap between Birmingham and Alvechurch, but existing urbanising development weakens the gap between towns. Land has strong distinction from urbanising development, and any release of land for development would in turn weaken adjacent Green Belt land. Therefore, the release of land in the parcel would cause Moderate harm to the purpose of preventing neighbouring towns from merging.

#### Purpose 3 – Assisting in safeguarding the countryside from encroachment

##### High

Land is open countryside with strong distinction from urban development. Any development would weaken the distinction of adjacent Green Belt land. Therefore, the release of land in the parcel would cause High harm to the purpose of safeguarding the countryside from encroachment.

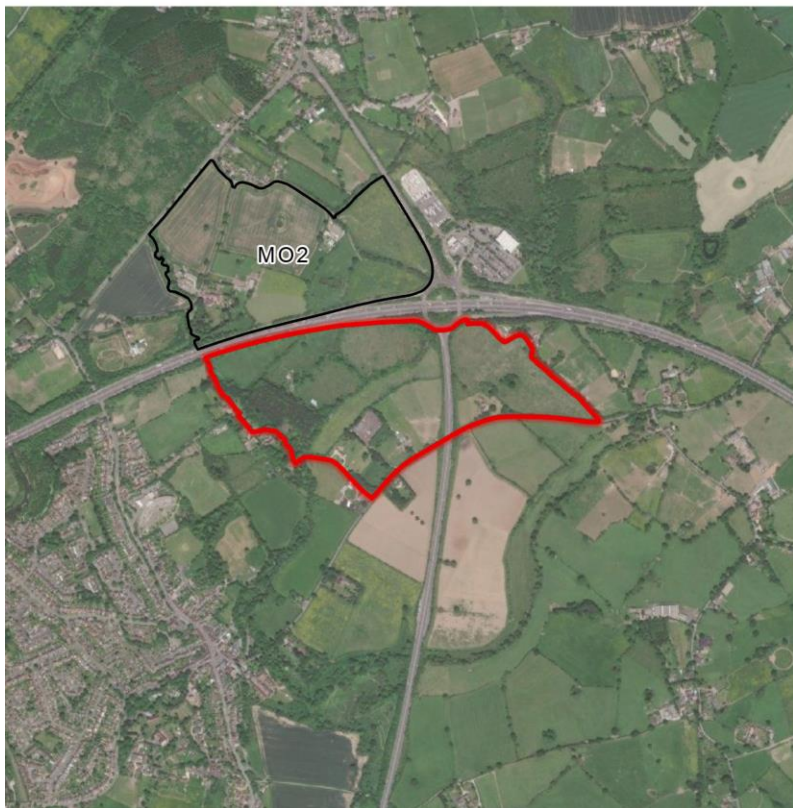
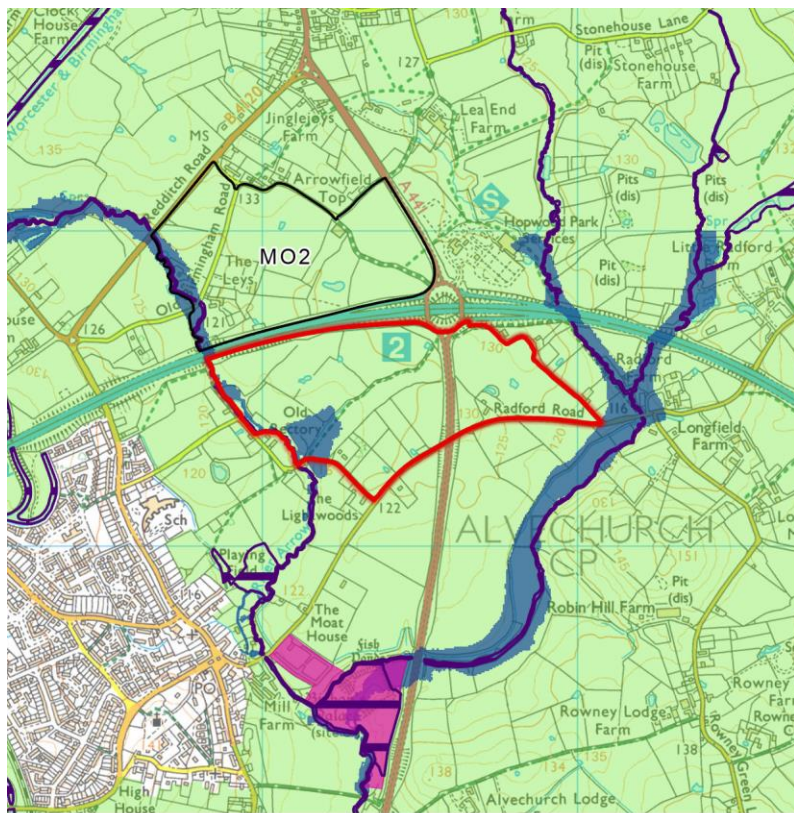
### Overall harm to the Green Belt purposes from release of land

The release of land in Parcel MO2 would cause High harm to Green Belt Purpose 3.

##### High

# Motorway Junctions

## Harm of release of land in MO3





# Motorway Junctions

## Harm of release of land in MO3

### Openness

Land to the south of Junction 2 is open. There are several residential properties in the south of the parcel, but these are too isolated to have a significant impact on openness.

### Function

#### **Purpose 1 – Check the unrestricted sprawl of large built-up areas**

The parcel is a significant distance from the West Midlands conurbation, which is defined as a large, built-up area, so intervening land plays the principal role in preventing its sprawl. The creation of a new inset development area here would not be sprawl of the large built-up area, so Purpose 1 is not relevant to this parcel.

#### **Purpose 2 – Prevent neighbouring towns merging into one another**

The parcel plays some role in preventing neighbouring towns from merging (Purpose 2). It lies at the periphery of a relatively wide gap between Birmingham and Alvechurch, but intervening urbanising development at Hopwood, and connectivity provided by the A441, reduce perceived separation.

#### **Purpose 3 – Assist in safeguarding the countryside from encroachment**

Land is mostly in agricultural use and therefore constitutes 'countryside'. The parcel is playing a role in helping to safeguard the countryside from encroachment (Purpose 3).

### Relationship with the urban area (distinction)

The parcel has very strong distinction from the nearest inset settlement, Alvechurch. Woodland along the River Arrow, and open fields beyond, limit any urbanising influence. There is washed-over urbanising development to the north at Hopwood, but intervening open fields and the M42 create significant separation.

### Impact on adjacent Green Belt land

The M42 would form a strong boundary to the north of the parcel, but release and development of land in the parcel would cause weakening of the distinction of adjacent Green Belt land to the south of the M42 due to a lack of strong boundary features.

# Motorway Junctions

## Harm of release of land in MO3

### Harm to the Green Belt purposes

#### Purpose 1 – Checking the unrestricted sprawl of large built-up areas

**Low/no**

Land is not adjacent to the large built-up area. Therefore, the release of land in the parcel would not cause harm to the purpose of checking the unrestricted sprawl of the large built-up area.

#### Purpose 2 – Preventing neighbouring towns from merging into one another

**Low/no**

The parcel is open countryside and lies at the periphery of a relatively wide gap between Birmingham and Alvechurch. Existing urbanising development weakens the gap between towns, and the parcel has very strong distinction from urbanising development, but the M42 forms a strong boundary to the north which would limit impact on the gap. Therefore, the release of land in the parcel would cause Low harm to the purpose of preventing neighbouring towns from merging.

#### Purpose 3 – Assisting in safeguarding the countryside from encroachment

**Very high**

Land is open countryside with very strong distinction from the urban area. Its release would cause weakening of the distinction of adjacent Green Belt land. Therefore, the release of land in the parcel would cause Very High harm to the purpose of safeguarding the countryside from encroachment.

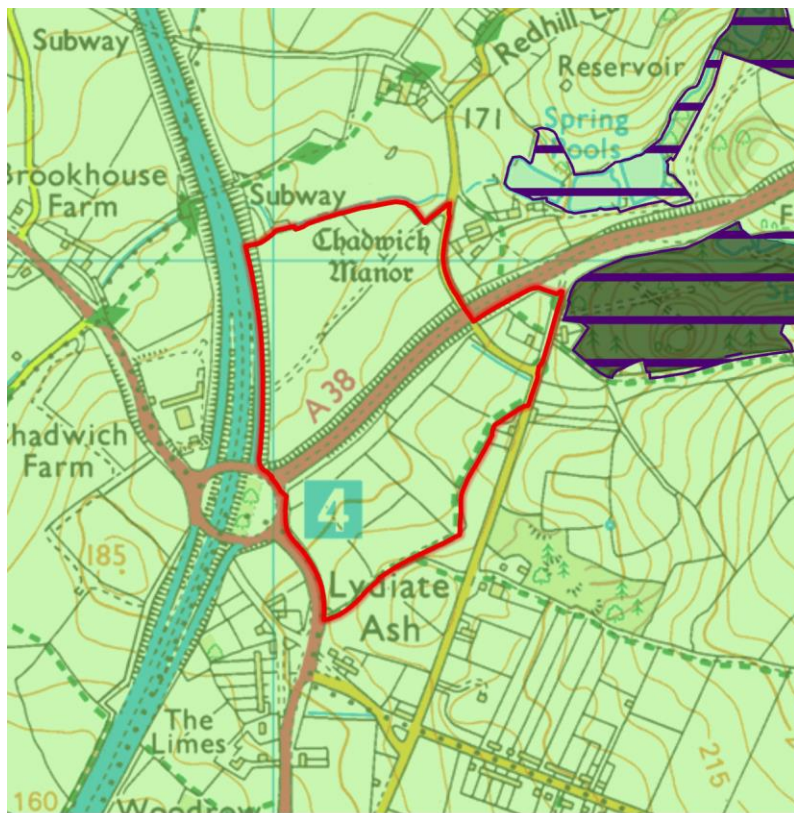
### Overall harm to the Green Belt purposes from release of land





The release of land in Parcel MO3 would cause Very High harm to Green Belt Purpose 3.

**Very high**

# Motorway Junctions

## Harm of release of land in MO4



-  Motorway Junction Parcel MO4
-  Green Belt
- Absolute constraints**
-  Local Wildlife Site
-  Ancient woodland





# Motorway Junctions

## Harm of release of land in MO4

### Openness

Land to the east of M5 Junction 4 is open. There is a single residential property in the northeast of the parcel but it is sufficiently isolated to not have a significant impact on Green Belt openness.

### Function

#### **Purpose 1 – Check the unrestricted sprawl of large built-up areas**

The parcel is a significant distance from the West Midlands conurbation, which is defined as a large, built-up area, so intervening land plays the principal role in preventing its sprawl. The creation of a new inset development area here would not be sprawl of the large built-up area, so Purpose 1 is not relevant to this parcel.

#### **Purpose 2 – Prevent neighbouring towns merging into one another**

The parcel plays some role in preventing neighbouring towns from merging (Purpose 2). Land lies in a relatively narrow gap between the neighbouring settlements of Rubery and Catshill/Marlbrook, adjacent to the connecting A38. However, the landform of Beacon Hill and its wooded lower slopes, and woodlands to the north of the A38, are designated as Ancient Woodlands and Local Wildlife Sites, and so are absolute constraints to development. These act as a significant separating feature close to Rubery.

#### **Purpose 3 – Assist in safeguarding the countryside from encroachment**

Land is mostly in agricultural use and therefore constitutes 'countryside'. The parcel is playing a role in helping to safeguard the countryside from encroachment (Purpose 3).

### Relationship with the urban area (distinction)

The presence of intervening wooded high ground means that the parcel has very strong distinction from Rubery. It also has very strong distinction from Catshill/Marlbrook: although there is some washed-over residential development to the north of the settlement, the rising landform and strong tree cover north of Lydiate Ash limit urbanising impact.

# Motorway Junctions

## Harm of release of land in MO4

### Impact on adjacent Green Belt land

Although the M5 forms a strong boundary to the west, release and development of land in the parcel would cause weakening of the distinction of adjacent Green Belt land to the north and east due to a lack of strong, alternative boundary features. The southern part of the parcel is contained to the north by the A38, but development here would still weaken the very strong distinction of rising land to the east. The release and development of land in this parcel would also create a degree of urbanising containment around land to the south, reducing the perceived strength of the settlement gap between Catshill/Marlbrook and Rubery.

### Harm to the Green Belt purposes

#### Purpose 1 – Checking the unrestricted sprawl of large built-up areas

**Low/no**

Land is not adjacent to the large built-up area. Therefore, the release of land in the parcel would not cause harm to the purpose of checking the unrestricted sprawl of the large built-up area.

#### Purpose 2 – Preventing neighbouring towns from merging into one another

**High**

Land is open, has very strong distinction from the inset area and lies in a relatively narrow gap between Catshill/Marlbrook and Rubery, with the connecting A38 running through the parcel. Its release would result in a weakening of the settlement gap, by reducing the distinction of adjacent land to the north and south, but higher, wooded ground further north would still form a strong separating feature. Therefore, the release of land in the parcel would cause High harm to the purpose of preventing neighbouring towns from merging.

#### Purpose 3 – Assisting in safeguarding the countryside from encroachment

**Very high**

Land is open countryside with very strong distinction from the urban area. Its release would cause weakening of the distinction of adjacent Green Belt land to the north and east. Therefore, the release of land in the parcel would cause Very High harm to the purpose of safeguarding the countryside from encroachment.

# Motorway Junctions

## Harm of release of land in MO4

### Overall harm to the Green Belt purposes from release of land

The release of land in Parcel MO4 would cause Very High harm to Green Belt Purpose 3.

**Very high**