

### New Accommodation

Proposals for new visitor accommodation will only be supported for:

- New hotels within settlements outside the Green Belt subject to their impact on the built, historic and natural environment;
- New accommodation on brownfield sites. For any applications on greenfield sites, the Local Planning Authority will require supporting information demonstrating that all potential brownfield sites have been thoroughly investigated and why they are inappropriate for the development proposed;
- Conversion of large country houses to hotel or self catering use where it is demonstrated that proposals are fully in accordance with relevant policies of this plan, in particular where it is demonstrated that proposals are:
  1. Of a type and scale that is appropriate for its location with no adverse impact on neighbouring amenity;
  2. Provided as part of a farm diversification scheme or ancillary development to an existing hotel, guest house, public house, restaurant or other similar establishment.
- The re-use of redundant rural buildings of permanent and substantial construction proposals must also comply with Policy 28A Reuse and adaptation of rural buildings.
- To protect the high quality landscape of the District, proposals for new build hotels will not be permitted in the Green Belt.

### Reasoned Justification

**23.26** Visitor accommodation can take a wide variety of forms, including hotels, bed and breakfast, guest houses, self catering and group accommodation such as youth hostels. A significant proportion of the money that visitors spend is on accommodation and therefore it is important to retain existing accommodation and secure the provision of new visitor accommodation to support tourism in the Wyre Forest District. By encouraging the development of visitor accommodation in built-up areas, the environmental impact of building in the open countryside can be minimised. In the open countryside reuse of existing buildings will help to minimise the visual impact.

**23.27** Sites within settlements are more appropriate as they already have access to the infrastructure, amenities and public transport links and cycling and walking infrastructure needed to support them. The NPPF requires Local Authorities to support tourism in rural areas and the countryside. It is important that any tourist accommodation does not compromise the amenity of surrounding local residents and is suitable in its surroundings.

**23.28** Camping sites can encourage tourism which helps the local economy, they also provide a wider range of holiday accommodation. Camping sites provide the facilities for overnight visitors who may then visit the many attractions that the District has to offer. However, hard standing sites for touring caravans and motor homes can have a detrimental impact on the landscape.

### **Waterway Policies**

**23.29** The River Severn plays a key role in attracting visitors to Bewdley and Stourport-on-Severn whereas the potential of the River Stour and the Staffordshire and Worcestershire Canal has yet to be fully exploited (other than in the Stourport Basins which has benefitted from a major restoration scheme).

**24.1** For the Plan to facilitate the viability and success of the Wyre Forest economy it must be sensitive to the opportunities posed by new technology whilst at the same time offering some protection from unnecessary intrusion. Two forms of new technology of particular relevance and importance to the planning system due to their infrastructure implications are Telecommunications/Broadband and Renewable Energy. The interpretation of these policies and any future review will need to acknowledge the fast-moving nature of these technologies.

#### **Summary of Preferred Options Responses**

- Wind turbines should be resisted.
- More consideration should be given to impact on landscape and heritage.
- Vision is ambitious, requirement for 10% on site renewable energy not ambitious enough.
- Onerous requirements when standards are already set as part of Building Regulations. Implement a fabric first approach before considering requirements for renewable energy on site.
- Environmentally sustainable systems should be built within new dwellings so that the adding of unsightly solar panels are not added in the future.
- Low carbon design and green technologies need to be intrinsic in design.

**24.2** Broadband development across the whole of Worcestershire is driven by the Worcestershire Local Broadband Plan (WLBP), as agreed in May 2012. The Plan aims to drive economic growth across the County improving speeds for all residents and local businesses. This will maximise opportunities for private sector investment, thus reducing the need for public sector funding. These priorities are echoed in the County Council's Corporate Plan for which "Open for Business " is a priority and broadband is a key enabler. This is fully supported by the business community and the Worcestershire Local Enterprise Partnership (LEP).

**Policy 24A - Telecommunications and Broadband**

**Broadband**

- New development should be provided with ultrafast broadband infrastructure or alternative superfast solutions, where appropriate: e.g. mobile broadband, fixed wireless and/or Wi-Fi. Wherever practicable, ultrafast broadband capacity should be incorporated to agreed industry standards<sup>(28)</sup>. Developers and infrastructure providers should work to deliver the highest specification possible for each individual site.<sup>(29)</sup>
- i) New developments will be expected to include the provision of a Full Fibre Network Infrastructure (Fibre to the premises (FTTP) suitable to enable broadband services for all occupiers and to act as 'backhaul' for other technologies e.g. for mobile operators through network carriers that can design/provide materials for a bespoke duct network for the development.

**Telecommunications and Broadband**

- When considering telecommunications development proposals, developers will be expected to facilitate state of the art mobile coverage (up to and including 5G) and capacity for all occupiers of the development. The following factors will be taken into account:
  - Operational requirements of the telecommunication networks and the limitations of the technology, including technical constraints on the location of telecommunications apparatus.
  - The need for ICNIRP Guidelines<sup>3(30)</sup> and/or any other relevant guidance in place at the time of the application) for safe emissions to be met.
  - The need to avoid interference with existing electrical equipment and air traffic services.
  - The sharing of existing masts, buildings and other structures. Evidence and justification setting out why sharing is not possible should accompany any application made to the Local Planning Authority for any new site.

28 These include PAS: Next Generation Access for New Build Homes Guide; BT Openreach’s Developers Guide to Telecommunications infrastructure and installation etc.

29 Service providers can also include locally constituted groups looking to “buy in” broadband services. should seek to facilitate this through early engagement with national and local infrastructure providers should work to deliver the highest specification possible for each individual site.

30 ICNIRP = International Commission on Non-Ionizing Radiation Protection, which has the principal aim to disseminate information and advice on the potential health hazards of exposure to non-ionizing radiation to everyone with an interest in the subject.

- Development should demonstrate whether consideration has been given to the provision of in-building solutions.
- The impact of the development on its surroundings with particular regard to the following criteria:
  - i. The appropriateness, siting and appearance of the proposed apparatus and associated structures should seek to minimise the impact on the visual amenity, character, landscape or appearance of the surrounding area, particularly if it may affect a heritage asset;
  - ii. Individual or cumulative impact on sensitive landscape or townscape. Applications with such an impact will not be approved;
  - iii. If on a building, apparatus and associated structures should be sited and designed in order to seek to minimise the impact to the external appearance;
  - iv. When choosing a suitable location for the apparatus on going access at appropriate and suitable times should be considered.

### Reasoned Justification

**24.3** Communication infrastructure includes telephone systems (both wired and mobile) and broadband. The benefits of having a modern and accessible system of telecommunications, wireless and electronic methods of communication in Wyre Forest District will be significant.

**24.4** Sufficient mobile coverage will be needed to support the operation of smart meters for electricity or gas supply. These meters rely on mobile coverage for transmitting the meter readings to the supplier for accurate billing.

**24.5** High quality telecommunications and broadband is also recognised in Policy 12 – Strategic Infrastructure, and the Wyre Forest Infrastructure Delivery Plan (IDP).

**24.6** A digitally accessible Wyre Forest will allow people an enhanced freedom of choice about where and how they work, how they interact with services and facilities and how they promote and operate their businesses. A connected community is a more sustainable one, as it represents the opportunity for a reduction in car-based commuting and a commensurate reduction in carbon outputs and traffic congestion. It also promotes the idea of Wyre Forest District as a suitable place for high technology activities and employment to take place.

**24.7** Some infrastructure providers have agreed to provide FTTP infrastructure to new developments of a certain size at no cost to the developer and for a contribution if below a certain size e.g. Openreach; whilst others will provide and deliver materials at zero cost to the developer e.g. Virgin Media. Ideally, to encourage competition and future appeal of their site, a developer could choose to deploy at least two infrastructure providers on a site.

**24.8** The majority of the Country has a broadband copper network but this is increasingly unable to satisfy the demands of the Country. At the present time only 4% of the UK has Fibre To The Premise<sup>(4)</sup>. In some exceptional locations outside urban areas, an equivalent alternative solution may be acceptable if developers are unable to facilitate a FTTP solution, although FTTP is the preferred option as it is capable of delivering upwards of one gigabit per second download and upload speeds as well as very high levels of service quality. The burden of proof lies with the Developer as to why an alternative solution is required. In any case developers must, as a minimum make sure that broadband services that meet the standards of the European Digital agenda are made available to all premises, at market prices and with a choice of UK providers.

**24.9** The NPPF (paragraph 112) recognises the role of advanced, high quality communications infrastructure in creating sustainable economic growth and social well-being. The development of high speed broadband technology, the expansion of electronic communication networks, including next generation mobile technology such as 5G, and full fibre broadband connections will be supported.

**Policy 24B - Renewable and Low Carbon Energy<sup>(31)</sup>****General**

- All new developments, and where possible redevelopment of existing buildings, should consider location, design, siting and orientation to maximise the use of natural heat and light and the potential for renewable energy micro-generation. Where possible, in appropriate locations, solar panels should be fitted. All new developments should include electric vehicle charging points.

**Incorporating Renewable and Low Carbon Energy into New Development**

- To reduce carbon emissions and secure sustainable energy solutions, all new developments over 100 square metres gross, or one or more dwellings, should incorporate the energy from renewable or low carbon sources equivalent to at least 10% of predicted energy requirements, unless it has been demonstrated that this would make development unviable. Applications will be required to include an Energy Assessment demonstrating how these requirements will be met. Where renewables are not installed for reasons such as viability, consideration must be given to allow renewable technology at a later date.
- Large scale<sup>(32)</sup> development proposals should examine the potential for a decentralised energy and heating network. If practical and viable, a decentralised energy and heating network should be provided as part of the development. If a district heat network already exists new development should connect to this network unless satisfactory evidence is provided to demonstrate that this is not viable or practicable.
- Renewable energy installations that harm the significance of heritage assets or have a detrimental impact on the landscape or historic environment, conflicting with any other policies contained in this Plan will not be supported unless the requirements of the NPPF are satisfied.

**Stand Alone Renewable and Low Carbon Energy Schemes**

- With the exception of wind turbines (see below), proposals for stand-alone renewable and other low carbon energy schemes are welcomed and will be considered favourably having regard to the provisions of other relevant policies in the Plan, providing that appropriate consultation has taken place with the local community and the appropriate

31 This policy should be considered within the context of an “energy hierarchy”, whereby energy demand is reduced through energy efficiency and low energy design before meeting residual energy demand, first from renewable or low carbon sources and then from fossil fuels.

32 For the purposes of this policy only, the definition of large scale development is residential developments of 100 or more dwellings or non-residential developments of more than 10,000 square metres.

Town or Parish Council. Where possible, community shares in renewable energy schemes which offer members of the community investment into local energy schemes should be considered.

- Proposals for stand-alone wind turbines will only be considered favourably if:
  - It is in an area considered suitable for wind energy development; and, following consultation, it can be demonstrated that the planning impacts identified by the affected community have been fully addressed.

### Reasoned Justification

**24.10** The Council support the transition to a low carbon future in a changing climate. It supports ways that contribute to radical reductions in greenhouse gas emissions, re-use of existing resources, low carbon energy and associated infrastructure in conformity with NPPF paragraph 148.

**24.11** Energy infrastructure is also recognised in Policy 12 – Strategic Infrastructure, and the Wyre Forest Infrastructure Delivery Plan (IDP).

**24.12** The EU’s Renewable Energy Directive sets an overall target for 20% of the energy consumed in the European Union to come from renewable sources by 2020, with a UK target of 15% by 2020.

**24.13** Year on year the number of electric vehicle registrations are increasing. National government policy is to end the sale of new conventional petrol and diesel cars and vans by 2040 and move to hybrid, plug in electric or other fuels such as hydrogen. Between July 2017 and July 2018 there was an increase in plug in electric cars of 35% (Data from the Society of Motor Manufacturers and Traders (SMMT)).

**24.14** The Climate Change Act 2008 sets a legal requirement for the UK to achieve an 80% cut in Carbon Dioxide emissions from 1990 levels by 2050, with a series of five year carbon budgets, including a 37% cut by 2020 and 51% by 2025. The UK government also ratified the Paris Agreement on Climate Change in November 2016. The Paris Agreement provides a framework for governments as well as business and investors to keep global warming well below 2°C, pursuing efforts to limit the temperature increase to 1.5°C. In October 2018 a report by the Intergovernmental panel on Climate Change (IPCC) which is the UN body for assessing the science related to climate change. The report highlighted the differing impacts between limiting global warming to 1.5% compared with 2%. If limited to 1.5% the likelihood of an Arctic Ocean free of sea ice in summer would be once per century and coral reefs would decline by 70 to 90 percent. If the rise was by 2% the likelihood of an Arctic Ocean free of sea ice in summer would be at least once per decade and coral reefs would virtually all be lost.

The Government’s Clean Growth Strategy sets out a comprehensive set of policies and proposals that aim to accelerate the pace of “clean growth”, i.e. deliver increased economic growth and decreased emissions. Clean growth means growing our national income while cutting greenhouse



gas emissions. Since 1990, UK emissions have fallen whilst the economy has grown. In order to meet future carbon budgets, government recognises the need to drive a significant acceleration in the pace of decarbonisation.

**24.15** The Worcestershire Local Enterprise Partnership's (LEP) Strategic Economic Plan recognises 'agri-tech' (including green energy) as one of the county's three growth sectors. Among Worcestershire's key infrastructure issues that need to be addressed, it identifies an over-reliance on energy supplies from outside the county and an over-reliance on energy from non-sustainable sources. As part of the SEP's aspirations to create a world-class business location, it recognises that *"renewable energy generation has the potential to relieve pressures on the existing energy infrastructure, as well as providing potential employment opportunities and cost reductions"*.

**24.16** Worcestershire County Council's 'Assessment of the capacity for large-scale renewable energy in Worcestershire' was commissioned in 2008 to determine the potential capacity for larger-scale renewable energy generation in Worcestershire. It was concluded that a suggested realistic target of 3.5% of energy consumption from renewables could be achieved by 2026 across Worcestershire. This relates only to large scale biomass, wind and hydro power schemes and excludes micro generation schemes, such as solar.

**24.17** Heat networks (district heating schemes) supply heat from a central source directly to homes and businesses through a network of pipes, so that individual homes and business do not need to generate their own heat on site, helping to reduce carbon emissions through energy efficiency. The UK government has ambitious plans for heat networks in the UK. Initial results from modelling by the Department for Business Energy and Industrial Strategy indicated that up to 20% of UK domestic heat demand might be served by heat networks by 2030. Government set up a Heat Network Delivery Unit (HNDU) to assist local authorities address capacity and capability challenges identified as barriers to heat network deployment in the UK. The Worcestershire LEP obtained HNDU funding and commissioned a heat demand mapping and energy master-planning study. Two potential district heat networks were identified in the Kidderminster area; the viability of these could be significantly improved by the inclusion of future and planned developments.

**24.18** To be considered acceptable it is necessary for proposals for stand-alone wind turbines to demonstrate local support either through a Neighbourhood Plan or through other methods to secure local backing.

### Summary of Preferred Options Responses

There was some agreement that there will need to be amendments to the Green Belt but the three towns must remain distinct from each other.

There was some support for Policy 25 as it applies national Green Belt policy to the local context.

There were a number of reservations that the development required justifies utilising a percentage of Green Belt land.

A number of local residents raised the importance of protecting the Green Belt; though some mistakenly were under the impression that Green Belt is a landscape protection tool.

### Summary of Issues and Options Responses

A number of local residents raised the importance of protecting the Green Belt; though some mistakenly were under the impression that Green Belt is a landscape protection tool.

Some comments were received from landowners regarding concerns that the Issues and Options document failed to address the relationship between the Green Belt, brownfield land availability, housing completions and employment opportunities.

Issues raised by key stakeholders included the need to look at the potential to focus new development around strategic transport infrastructure and the progression of a strategic Green Belt Boundary Review.

There was some support for the concept of sustainable urban extensions to the north and east of Kidderminster with general support for the use of the Lea Castle Hospital Site and the prioritised use of ADR sites. This was however accompanied by the expression of some concern at the loss of Green Belt.

### Policy 25 - Safeguarding the Green Belt

Within the Green Belt (as defined on the Policies Map), development will not be permitted, except in very special circumstances, or unless one of the following applies:

- i. There is a clear need demonstrated for new buildings for the purposes of agriculture or forestry.
- ii. Provision of appropriate facilities for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments, as long as the facilities preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.
- iii. The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces.

- iv. The development involves the re-use or conversion of buildings in accordance with the policies for the re-use and adaptation of Rural Buildings (especially Policies 8C (dwellings) and 21B (employment)).
- v. The proposals involve the redevelopment of an identified Previously Developed Site in the Green Belt, in accordance with the site specific policies contained in Policy 35, Part C.
- vi. The proposals are part of a Community Right to Build Order or a Neighbourhood Development Order.
- vii. Other operations, including changes of use which preserve the openness of the Green Belt and do not conflict with the purposes of including land within it.

In addition, development of housing in the Green Belt will not be permitted unless one of the following circumstances applies:

- a. There is a proven need in association with the purposes of agriculture or forestry.
- b. It is for affordable housing, reserved for local community needs in accordance with Addressing Rural Housing Needs (Policy 8C).
- c. It is for the extension of an existing dwelling, provided that it does not result in disproportionate additions over and above the size of the original dwelling.

Proposals within, or conspicuous from the Green Belt, must not be detrimental to the visual amenity of the Green Belt, by virtue of their siting, materials or design.

## Reasoned Justification

**25.1** Over half of the District's land area is covered by the West Midlands Green Belt designation. The NPPF sets out the purposes of including land within the Green Belt and includes information on the types of development that are considered to be appropriate within the Green Belt. Section 7 of this document describes the necessary review of the Wyre Forest Green Belt. Policy 25 sets out detailed local guidance on development within the Green Belt.

**25.2** The essential characteristic of Green Belts is their openness and their permanence, and their protection must be maintained as far as can be seen ahead. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. Green Belts help to protect the countryside, and can assist in moving towards more sustainable patterns of urban development. The inclusion of land in Green Belts is of paramount importance to their continued protection and it is important that the visual amenities of the Green Belt are not damaged by proposals for development within, or conspicuous from, the Green Belt.

**25.3** It is nationally recognised that outdoor sport is one of the uses of land which can be appropriate within the Green Belt. Within the District's Green Belt, there is a concentration of outdoor sports facilities on the Minster Road between Kidderminster and Stourport-on-Severn. Because Green Belt areas, by their nature, are located close to towns, they can play a valuable role in opening up access to the open countryside for urban populations.

**25.4** The District Council has identified a small number of Previously Developed Sites within the Green Belt on the Policies Map. The policy framework for further development at these sites or for their redevelopment is set out within the NPPF at paragraph 145(g). Further site specific policies for each of these "Previously Developed Sites" are set out within Policy 35, Part C of this document.

### Summary of Preferred Options Responses

General support for Policy 26 Safeguarding the Historic Environment

### Summary of Issues and Options Responses

The title of this part of the document has been widened to include all areas of historic environment including non-designated archaeology as well as historic character and local distinctiveness. Support was generally expressed for the protection of the historic environment and the identification of additional heritage assets. In particular there was support expressed for policies covering non-designated heritage assets.

Within Section 9 Safeguarding Character and Local Distinctiveness paragraph 9.16 offered three options: Option A (site specific heritage policies); Option B (overarching development management policy); Option C (reliance on the NPPF and its associated guidance), Whereas there was support for both Options A and B there was a lack of support for Option C. <sup>(33)</sup>

The responses favouring option B made a strong argument for adopting an overarching development management policy noting that site specific policies may be too complex to include with a District Local Plan and could be covered within Neighbourhood Plans and site specific assessments.

### Policy 26 - Safeguarding the Historic Environment

Proposals likely to affect the significance of a heritage asset (including the contribution made by its setting or any important vistas or views) should be accompanied by a description of its significance in sufficient detail to allow the potential impacts to be adequately assessed by a qualified and/or experienced heritage professional. This will usually be in the form of a Heritage Statement. Where there is potential for heritage assets with archaeological interest to be affected, this description should be informed by available evidence, desk-based assessment and, where appropriate, field evaluation to establish the significance of known or potential heritage assets.

Any development proposal causing harm or loss of significance to a heritage asset will be resisted unless clear and convincing justification is provided, to permit assessment against the NPPF criteria, relevant legislation and published local and national guidance.

Development proposals should avoid harm to or loss of heritage assets wherever possible. The highest level of harm should require very robust justification, including the demonstrable consideration of alternatives. Substantial harm to a designated heritage asset should only be allowed in exceptional circumstances.

33 Issues and Options Consultation September 2015  
<http://www.wyreforestdc.gov.uk/planning-and-buildings/planning-policy/local-plan-review/local-plan-review-issues-and-options.aspx>

The sympathetic and creative reuse and adaptation of historic buildings will be encouraged. Such proposals, and other proposals for enabling development that provide a sustainable future for heritage assets identified as at risk, will be considered in accordance with Policy 27A.

Repairs, alterations, extensions and conversions of heritage assets must be sympathetically designed to respect the significance of the form, character and materials of the original heritage asset and its setting. Fixtures and fittings should be inconspicuously sited and proportioned and be designed sympathetically to reflect the significance of the asset

Where a material change to a heritage asset has been agreed, recording and interpretation should be undertaken to document and understand the asset's archaeological, architectural, artistic or historic significance. The scope of the recording should be proportionate to the asset's significance and the impact of the development on the asset. The information and understanding gained should be made publicly available, as a minimum through the relevant Historic Environment Record and where appropriate at the asset itself through on-site interpretation.

## Reasoned Justification

**26.1** The various elements of the historic environment contribute to making Wyre Forest District a desirable place to live, work and attract tourism and economic investment to the area.

**26.2** Conservation of heritage assets must reflect a sufficient understanding of their significance, including both their setting and their wider context in the landscape/townscape. It is recognised that many heritage assets, in particular archaeological remains, are currently unidentified and thus their significance is unknown. Appropriate information, where necessary from a field evaluation of significance, is the key to well-informed decision-making.

**26.3** Local heritage listing is a means for a community and a local authority to jointly identify heritage assets that are valued as distinctive elements of the local historic environment. The Local Heritage List identifies those heritage assets that are not protected by statutory designations. A Local Heritage List provides clarity on the location of these assets and what is significant about them. Their local interest could be related to the social and economic history of the area, individuals of local importance, settlement patterns or the age, design and style of buildings. The Local Heritage List is not restricted to buildings. It may comprise sites, places or areas such as village greens or ponds. It may include structures such as bridges and sluices, and historic street furniture such as letter boxes, signposts or telephone boxes. Local Heritage Assets are not given any protection through Law, but the use of appropriate materials and design is encouraged in schemes for their alteration. Repairs should be undertaken on a like-for-like basis. The District Council will continue to compile and maintain its Local Heritage List for those undesignated heritage assets it considers to be of local interest and significance.

**26.4** Pre-application discussions are encouraged, as this will allow the early identification of heritage issues, save time, reduce risk and improve the quality of applications and thereby encourage investment in the District. These discussions should involve the relevant local planning authority, applicants, architects and agents and heritage specialists and Parish or Town Councils

working on Neighbourhood Plans. Proposals involving new build, repair, alteration or extension of heritage assets can conserve the significance of the existing asset and its setting. This may be achieved by means of appropriate siting, massing, form, height, scale, design and use of local materials.

**26.5** The use of local building materials or the sourcing of building materials compatible with those used historically but no longer available (such as stone from local quarries which have closed) is of great importance in maintaining the character of the built historic environment. The Building Stones Database produced by the Herefordshire and Worcestershire Earth Heritage Trust provides data on the origins of building stone used in local buildings and the District Council will use evidence contained within this database to inform its decision making.

**26.6** The sympathetic reuse, repair and adaptation of existing buildings can act as a catalyst for economic regeneration, support tourism and encourage the sustainable use of resources. Enabling development can be considered where it can be justified and where it accords with the NPPF and planning practise guidance. This approach contributes towards delivering the national and local policy aim of sustainable development by supporting the principles contained in Policy 11. It is important that any climate change mitigation / adaptation measures do not cause harm to the significance of heritage assets. Where appropriate, when opportunities for creative, contemporary and innovative architectural design arise, they will be encouraged.

**26.7** In having regard for the provisions of the NPPF, the total loss of any heritage asset either by demolition or development will be resisted unless all reasonable efforts have been made to sustain existing uses, find viable new uses for the asset, or otherwise preserve it in charitable or community ownership. When considering development proposals of substantial benefit to the community and warranting consideration of total loss of a heritage asset, the District Council will require clear evidence that the redevelopment will proceed.

**26.8** The District Council will from time to time identify and designate Conservation Areas where it considers those Areas to have special character warranting protection under Policy 26.

**26.9** Alongside relevant policies and guidance regard should be had to the provisions of relevant legislation, including the Planning (Listed Building and Conservation Areas) Act 1990.

**Summary of Preferred Options responses:**

**Policy 27A Quality Design and Local Distinctiveness**

General support for Policy 27A Quality Design and Local Distinctiveness with some qualifications including the factoring in of sustainable development and green infrastructure.

**Policy 27B Design of Extensions and Alterations**

General support for Policy 27B Design of Extensions and Alterations.

**Policy 27C Landscaping and Boundary Treatment**

General support for Policy 27C Landscaping and Boundary Treatment, with concerns that treatments should be specific and appropriate to the location and the need to reduce waste by utilising excavated materials on site wherever possible.

**Policy 27D Advertisements**

General support for Policy 27D Advertisements.

Concern regarding potential for distracting advertisements prejudicial to road safety.

**Policy 27E Wyre Forest Waterways**

General support for Policy 27E Wyre Forest Waterways, and in particular the opportunities for use of the canal for sustainable forms of transport and its contribution to climate change initiatives.

Greater emphasis required on the fact that the canal is a Conservation Area and that can encourage well designed development along it.

**Policy 27A Quality Design and Local Distinctiveness**

- A. All development will be expected to be of a high design quality. It will need to integrate effectively with its surroundings, in terms of form and function, reinforce local distinctiveness and conserve, and where appropriate, enhance cultural and heritage assets, landmarks and their settings. New and innovative designs which promote high levels of sustainability will be encouraged and supported where they enhance the overall quality of the built environment.
- B. Applications should demonstrate, through a Design and Access Statement or other supporting evidence, how the objectives outlined in criterion A have been addressed, and demonstrate consistency with the Adopted Design Guidance SPD and subsequent revisions. They will also need to address the following matters:



**i. Siting and layout**

The siting and layout of a development should reflect the given characteristics of the site in terms of its appearance and function. Orientation should take advantage of passive heating and cooling systems, offer shade as appropriate and provide for the use of renewable energy.

**ii. Relationship to Surroundings and to Other Development**

Development proposals must complement the character of the area. In particular, development should respond to surrounding buildings and the distinctive features or qualities that contribute to the visual and heritage interest of the townscape, frontages, streets and landscape quality of the local area, and should integrate well into the existing streetscene. Development should concentrate the most active uses or entrances on main thoroughfares and focal points, maximising the use of corner plots and the street frontage, and have appropriate regard to the common building line, historic street pattern and skyline.

**iii. Neighbouring Amenity**

Development should provide an adequate level of privacy, outlook, sunlight and daylight, and should not be unduly overbearing.

**iv. Settlement Character**

The distinct identity and character of settlements should be safeguarded and proposals should be consistent with the relevant Conservation Area Character Appraisal or Neighbourhood Plan. Design proposals should ensure that the prominent views, vistas and skylines of Bewdley, Stourport-on-Severn, Kidderminster and the village settlements are maintained and safeguarded, particularly where they relate to heritage assets, existing landmark buildings, and 'gateway' sites. Development at the urban edges should respect the rural setting.

**v. Mix of Uses**

To create vitality and interest, proposals should incorporate a mix of uses where this is appropriate to the location.

**vi. Flexible Design**

Development should incorporate flexible designs, addressing access to public open spaces and enabling adaption for future needs and uses in terms of internal spaces and extensions. It should avoid being prejudicial to the development of larger areas.

**vii. Scale, Height and Massing**

The scale, height and massing of development must be appropriate to the setting of the site and the surrounding landscape character and townscape, including existing urban grain and density. The footprint should be appropriate for the locality and not represent over-development of the site.

**viii. Links, Connectivity and Access**

Design and layouts should maximise opportunities for pedestrian and cycle linkages to the surrounding area and local services and should be generally accessible for all users, including those with disabilities. Vehicular traffic from the development should be able to access the highway safely and the road network should have the capacity to accommodate the type and volume of traffic from the development.

**ix. Detailed Design and Materials**

The detailing and materials of development should be of high quality and appropriate to its context, avoiding inappropriate features and detail. Design should have regard to sustainable construction approaches and ensure adaptability to changes in the climate.

**x. Appropriate Facilities**

Development should incorporate the parking facilities required by the current Parking Standards and provision for the storage of bicycles. Satisfactory access and provision for the parking, servicing and manoeuvring of vehicles should be provided in accordance with the recognised standards. Parking solutions should provide secure parking with adequate natural surveillance without resulting in cars dominating a development.

**xi. Landscaping**

Development should provide high quality hard and soft landscaping. The importance of soft landscaping, using appropriate species and incorporating arrangements for long-term management is emphasised. Existing trees should be incorporated into development or replacements provided where a tree survey demonstrates retention is not possible.

**xii. Public Realm**

Public realm and open spaces should be well-designed, appropriately detailed and maintained via management agreements. They should also incorporate active frontages where appropriate. Proposals should include hard and soft surfaces, public art, street furniture, shade, lighting and signage as appropriate to the development. Open space and play provision should be sited to take advantage of natural surveillance.

### **xiii. Creating a Safe and Secure Environment**

Opportunities for creating a safe and secure environment and providing surveillance should be included, principally through the layout and positioning of buildings, spaces and uses. Where appropriate, development should incorporate measures for crime reduction that are consistent with those recommended by the Secured by Design guides. Buildings and their surrounding spaces should incorporate fire safety measures and be designed to allow rapid access by the emergency services.

### **xiv. Creating a Safe and Secure Environment**

New development should be accessible for all users including those with disabilities.

## **Reasoned Justification**

**27.1** The NPPF requires Local Planning Authorities to prepare robust policies on design. Good design is a key aspect of sustainable development (NPPF paragraph 124) and excellence in design can create a sense of place, improve the attractiveness of a location and create safer places to live and work, thereby enhancing the quality of people's lives. Much detailed advice on design issues exists at the national level but, given the importance of the issue locally, it is considered essential to have a specific development management policy at the District level.

**27.2** This policy is underpinned by the Council's Adopted Design Guidance SPD 2015. This SPD will be updated following adoption of the Local Plan.

**27.3** Good design can have a number of direct and indirect advantages. Well-designed well-connected places provide safe and attractive pedestrian environments and can therefore encourage sustainable modes of transport. Well-designed buildings can also incorporate sustainable and climate change mitigation features which maximise natural heating, cooling and lighting and provide opportunities for the generation of renewable energy.

**27.4** Poor design, on the other hand, has the potential to detract from people's day-to-day lives through poor building relationships, car-dominated layouts and a sub-standard public realm, all of which add little to a sense of place and have a negative impact on land values, property prices and the environment in general.

**27.5** The landscapes and townscapes of the District represent a legacy of previous developments and they frequently present a history of design styles. Whilst many aspects of this design legacy are pleasing in terms of their aesthetics and function there are other examples which neither are pleasing nor continue to function well.

**27.6** Mixed use developments add to the vitality and viability of places. Residential properties within town centres extend the length of time activity takes place and create natural surveillance. Small business units and retail outlets within primarily urban areas increase the activity within those areas making places feel safer.

**27.7** Good design is also a crucial element in supporting economic prosperity, and can be an important factor in attracting inward investment and promoting a vibrant tourist economy. Where some employment development proposals require the accommodation of specific processes, design solutions should strive to achieve a positive aesthetic without compromising the functionality of the development.

**27.8** It is essential that full consideration is given to achieving sustainable development which counteracts anticipated climatic variations over the lifetime of a new building or development through the choice of location, design and materials. It is also important to address ecological integrity and there may be opportunities for slowing excess water through the use of green infrastructure, and use of guttering which can cope with higher-intensity rainfall. Reducing the demand for energy and improving energy efficiency is also an important starting point for achieving sustainable design. Further advice and guidance can be sought from the UK Climate Change Risk Assessment, which covers risks to infrastructure and the built environment.

**27.9** Good design is also vital in protecting and enhancing the special character of Wyre Forest. The design principles contained within this policy provide a design framework for new development that is explained further in the Design Guidance Supplementary Planning Document. They may also be complemented by Neighbourhood Plans, Management Plans and Conservation Area Appraisals that can provide the "fine grain" local design detail. In accordance with the NPPF, it is expected that pre-application discussions should include design-related matters.

**27.10** Where development proposals are required to be accompanied by a Design and Access Statement, these should be used to explain how the principles of good design, including those set out in this policy's criteria, have been incorporated into the development. This policy should be read in conjunction with other relevant policies in the WFDP and proposals will be expected to demonstrate that they have been informed by current available guidance.

**Policy 27B - Design of Extensions and Alterations**

- A. Extensions and alterations, whether to residential or non-residential properties should not have a serious adverse effect on the amenity of neighbouring residents or occupiers.
- B. Extensions and alterations whether to residential or non-residential properties (including those to curtilage buildings and previous extensions) should accord with the design principles set out within the Council's Adopted Design Guidance SPD (2015, and subsequent revisions).
- C. Residential Extensions and Alterations should:

- i. Accord with the 45 degree code
- ii. Be in scale and keeping with the form, materials, architectural characteristics and detailing of the original building.
- iii. Be subservient to and not cumulatively , when taken with previous extensions, overwhelm the original building, which should retain its visual dominance.
- iv. Harmonise with the existing landscape or townscape and not create incongruous features.
- v. Not encroach onto neighbouring land not owned by or under the control of the applicant, including highway pavements where properties are built up to the back of pavement.

Unless it can be demonstrated that there is no other alternative, the development of flat roofed extensions will not be allowed.

D. Proposals involving the extension or alteration of an existing non-residential building should:

- i. Accord with the 45 degree code if located next to a residential property.
- ii. Harmonise with the existing landscape or townscape and be complementary to the appearance of the existing building.
- iii. Not unduly diminish the amount of ancillary operational space.

### Reasoned Justification

**27.11** Extensions to dwellings constitute one of the most frequent proposals for development. A well-designed extension may add to the value of a property whereas unsympathetic design may not only reduce the value of the building but, potentially, its overall life-span.

**27.12** As a general rule extensions should be subservient to and reflect the scale and character of the existing building. Extensions, both in themselves and when taken together with previous works, should not dominate the original building. A cumulative succession of modest extensions on a building could have a detrimental impact on the surrounding area, particularly sensitive open countryside and Green Belt. For this reason extensions must be in scale with the original building rather than the building at the time of the application.

**27.13** Most dwelling houses in the District feature traditional pitched roofs, and in order to ensure that two storey extensions to such dwellings harmonise in general design terms, the use of flat roofs on such extensions will not normally be permitted.

**27.14** The designers of extensions must consider the 45 degree code in order to protect the amenity of neighbouring residents. Proposals that do not adhere to the code will not be permitted. The code is available to view at: <http://www.wyreforestdc.gov.uk/planning-and-buildings/planning-practice-notes-and-advice-leaflets/the-45-degree-code.aspx>.

**27.15** Extensions and alterations to non-residential buildings must have regard to their impacts on the visual integrity of the building and local amenity. Such proposals should not seriously diminish the amount of operational space to the detriment of local amenity and safety.

**27.16** Where properties have been constructed to the back of the pavement with no amenity space in front of the elevation facing the highway, extensions or alterations (including external thermal cladding) will technically fall outside the curtilage and will not be permitted in the interests of highway safety and maintenance of utility services.

## **Policy 27C - Landscaping and Boundary Treatment**

### **Landscaping and Boundary Treatment**

A. Landscape schemes whether for residential or non-residential properties should:

Accord with the design principles set out within the Council's Adopted Design Quality SPD (2015, or when later revised)

B. Landscape Schemes and Boundary Treatments should be:

**Specific to the place, recognise the context, reflect existing materials where these contribute to the character of the area and be demonstrably maintainable**

C. Landscape schemes must demonstrate that they:

- i. Are informed by the Landscape Character Assessment and/or Historic Landscape Characterisation, protecting existing trees and landscape features where possible.
- ii. Provide adequate room for growth and acknowledge the importance of existing trees, hedges and plants when specifying their location
- iii. Predominantly use local native species to protect and improve biodiversity
- iv. Incorporate features to clearly mark desire lines, enhance or create views or vistas, and clearly define public and private spaces
- v. Incorporate planting appropriate to the prevention of crime and vandalism.

- vi. Provide imaginative, durable and porous hard landscaping solutions which add to a sense of place and local distinctiveness, meet policy requirements on water management integrating SUDS where possible.
- vii. Utilise lighting and architectural features to give artistic effect where appropriate to the locality.
- viii. Encourage walking and cycling and provide direct routes to relevant services.
- ix. Have a sustainable management plan providing for maintenance and aftercare.

**D. Boundary Treatments must be designed to:**

- i. Reflect the local landscape or urban character and appearance of the area and protect existing trees, hedges or distinct landscape features to protect and improve biodiversity
- ii. Reinststate and include appropriate new vegetative boundaries wherever possible
- iii. Provide woodland planting where new development is proposed along transport corridors if this is appropriate to the existing landscape type or natural habitats

**Reasoned Justification**

**27.17** Landscaping schemes and boundary treatments are an important aspect of design. When the topography of an area or the layout of the buildings is taken into account, a combination of good design and landscaping can dramatically reduce the impact of development.

**27.18** Wyre Forest District has a wealth of native species which should be utilised in landscaping schemes to harmonise with the character of the wider area.

**27.19** Insensitive landscaping schemes can harm the openness of the Green Belt and impact on historic views of the local towns and villages.

**27.20** The definition of public and private spaces is important to facilitate future management of landscapes in both urban and rural settings. Landscape schemes require a clear and sustainable management plan to ensure that they do not degenerate over time into wasteland.

**27.21** The use of certain plants (particularly those with spikes or thorns) can deter vandals, burglars and other criminal activity. Consideration should be given to how sensitive landscaping will contribute to a reduction in crime whilst being manageable and attractive.

**27.22** The integration of Sustainable Urban Drainage Systems into hard landscaping schemes can enrich biodiversity and ecology whilst contributing to a reduction in flood risk See Policy 15.

**27.23** Architectural and lighting features can enhance and contribute to an increase activity levels in and around landscaping schemes which can make these places better integrated into an urban environment.

**27.24** It is important to be able to easily identify the boundary between public and private spaces. Walls, fences, railings, gates, archways, paving and signage can all be used and should form an integral part of the design solution.

**27.25** Walling with or without timber infill panels, designed as an integral part of the overall development will enhance a housing development over the longer term, particularly when used in association with well-designed landscaping. Timber fencing along boundaries with the public domain is considered inappropriate due to its limited lifespan and vulnerability to damage.

**27.26** The need for a secure perimeter around industrial, commercial, business and retail premises is recognised, especially where there are external storage areas or vehicle depots. It is important, however, that the choice of fencing and screening can harmonise well with the wider setting.

**27.27** Where there is a requirement for screening, this can be designed as a work of art and this will be encouraged to mitigate adverse impacts where appropriate.

**27.28** Landscaping is an important element of design and should augment good design rather than screening or hiding poor design.

**Policy 27D - Advertisements**

A. Proposals for advertisements must:

- i. Not have a detrimental impact on the amenity of the area or building in/on which they are displayed.
- ii. Not be prejudicial to public safety by reasons of their size, location or content.
- iii. Not obstruct a highway or public right of way either directly or through maintenance requirements.
- iv. Not confuse users of highways, navigable waterways and railways.

B. Proposals for large advertisement hoardings or groups of small hoardings will only be permitted within towns at the following locations:



- i. Vacant plots in large commercial or industrial areas or to provide temporary screening of those areas whilst undergoing development.
  - ii. Around sites identified by the Council as long-term eyesores where alternative screening will not adequately enhance the amenity of the area.
- C. Proposals for advertisements within, on or adjacent to heritage assets must:
- i. Meet the criteria contained in Policies 11B - Historic Environment and 26 - Safeguarding the Historic Environment
  - ii. Reflect traditional signage compatible with the design and age of the heritage asset.
  - iii. Avoid the use of internally illuminated signage or box fascias.
  - iv. Avoid the use of non-traditional materials such as UPVC, Perspex and Plastics.
  - v. Be in scale and proportion to the heritage asset on which they are displayed.
- D. Advance Warning Signs that would result in harm to the amenity of the townscape or landscape will not be permitted.
- E. Freestanding signs, in addition to meeting the criteria set out in Section A above, must:
- i. Relate well to the business of the site.
  - ii. Not lead to a predominance of such signage.
  - iii. Be sited within the forecourt or curtilage of the building to which they relate

### Reasoned Justification

**27.29** The display of advertisements is subject to a separate consent process within the planning system and is principally set out in the [Town and Country Planning \(Control of Advertisements\) \(England\) Regulations 2007](#) as amended.

**27.30** In assessing applications to display advertisements the Planning Authority will have regard to the desirability of preserving the character and appearance of the general locality and the architectural quality or character of buildings when considering amenity issues.

**27.31** Illuminated signage will only be permitted where lighting is unobtrusive or not considered to be harmful to the character and appearance of the site or surroundings. When internal illumination is proposed individual illuminated letters are preferred.

**27.32** Advertisement hoardings may harm the visual integrity of buildings if they are placed without due regard for the building's design and fenestration pattern. Proposals for externally mounted advertisement hoardings should demonstrate that the visual amenity of the building or area will not be compromised.

**27.33** The maintenance of public safety will be of paramount concern when considering applications for advertisements adjacent to railways, navigable waterways and highways.

**27.34** The placing of an advertisement on or close to listed buildings is unlikely to preserve their special interest and is best avoided. Proposals affecting a Conservation Area should demonstrate that its character will be preserved or enhanced.

**27.35** Consent will be granted for outdoor advertisements (including poster hoardings) provided the display will not adversely affect the amenity of the area or impact on public safety. Large hoardings in rural areas are likely to be out of place because of their urbanising effect.

## **Policy 27E - Wyre Forest Waterways**

### **A. River Severn**

Within the towns of Stourport-on-Severn and Bewdley developments and initiatives that make a positive contribution to the creation of a high quality riverside environment will be supported where these do not conflict or otherwise harm the character of the Conservation Areas or the wider landscape.

### **B. River Stour**

The opening up and enhancement of the River Stour in Kidderminster town centre will be encouraged. Within the towns of Stourport-on-Severn and Kidderminster developments and initiatives that make a positive contribution to the creation of a high quality riverside environment will be supported where these do not conflict or otherwise harm the character of the Conservation Areas or the wider landscape.

### **C. Staffordshire and Worcestershire Canal**

Developments and initiatives that make a positive contribution to the creation of an attractive and high quality canal-side environment will be supported.

Development adjacent to the canal must provide a strong, active frontage onto the waterside providing natural surveillance and promoting high levels of activity during the day.

The canal towpath should be developed and promoted as a sustainable pedestrian and cycle route with paving appropriate to the urban areas through which the canal passes. Canal-side landscaping should be appropriate for the location, set back to allow for future growth, allow for safe navigation and feature robust barriers to ensure vehicles do not enter the waterway.

All development proposals affecting the Staffordshire and Worcestershire Canal Conservation Area (a designated heritage asset) must comply with the requirements of Policy 26 Safeguarding the Historic Environment.

### **Reasoned Justification**

**27.36** The District's two major rivers are fundamental to the history, heritage and future of the District.

#### **River Severn**

**27.37** The River Severn shaped the historic development of Bewdley as an inland river port, later overtaken by Stourport-on-Severn, Britain's first canal town. Although the industrial role of the river has ceased it remains an important dominant feature both culturally and economically.

**27.38** Whilst the River Severn plays an important role in attracting tourism to both Stourport-on-Severn and Bewdley, the potential for tourism associated with the River Stour and the Staffordshire and Worcestershire Canal in Kidderminster has yet to be exploited.

#### **River Stour**

**27.39** The River Stour, running through the centre of Kidderminster, was vital to the rapid industrial growth of the town. Unlike the navigable River Severn, the Stour ran through culverts and powered manufactories and served dye-houses. Recent developments have exposed more of the river to view, however the town has yet to make the most of the opportunities this provides.

**27.40** The River Stour enters the River Severn at Stourport-on-Severn. The potential of the river at this location has been largely over-looked in recent years; however, there is potential for sensitive development adjacent to the river where flood risk assessment allows.

#### **Staffordshire and Worcestershire Canal - Stourport-on-Severn**

**27.41** Stourport-on-Severn is unique as the only town in Britain built solely as a consequence of the construction of a canal. At one time only second to Birmingham as the Midlands' busiest inland port, despite the significant decline in industry in the town the canal remains crucial to the local tourism offer.

**27.42** The historic and cultural significance of the canal to the development of Stourport-on-Severn and to the industrialisation of the wider District is explained within the Staffordshire and Worcestershire Canal Conservation Area Appraisal.

**27.43** Whilst Stourport Basins have benefited from successful restoration schemes, their potential as a visitor attraction remains secondary to that of the River Severn and the amusements lining its banks. Longer visitor stays could be encouraged by capitalising on heritage-based tourism.

### **Staffordshire and Worcestershire Canal – Kidderminster**

**27.44** The canal runs through the town centre and adjacent to several large retailers as well as places to eat and drink, however the potential of the canal has yet to be fulfilled.

**27.45** There is great economic potential yet to be unlocked in Kidderminster provided by canal-based tourism. Anecdotal evidence, however, suggests that a fear of anti-social behaviour and a perceived remoteness from the town centre deter all but brief stops. The canal does not benefit from much natural surveillance and litter, graffiti and poorly surfaced and signposted pedestrian routes contribute to a perception that the town does not relate well to the canal. Given the close proximity to the canal of supermarkets and restaurants easily accessible by car consideration must be given to supporting development which forges stronger links between the canal and the town, whilst providing activity throughout the day.

### **Nature**

**27.46** The District's waterways present an opportunity to provide essential green infrastructure and biodiversity corridors and habitats. This policy should be read in conjunction with Policy 11D - Protecting and Enhancing Biodiversity and Geological Conservation and Policy 14 - Strategic Green Infrastructure.

## Summary of Preferred Options Responses

### Policy 28A Re-use and adaptation of rural buildings

Concern regarding section F relating to the extension of converted rural buildings.

### Policy 28B Chalets, Caravans and Mobile Homes

General support for Policy 28B.

Concern regarding part-duplication with Policy 23 C.

### Policy 28C Equestrian Development

General support for Policy 28C.

### Policy 28D Agricultural Land Quality

Concern regarding restriction on development of Best and Most Versatile Agricultural Land (BMVAL).

Concern regarding impact of development on agricultural land on ecology.

## Policy 28A - Re-use and adaptation of rural buildings

- A. Development proposals for the re-use and adaptation of rural buildings designed for any new use will be considered in accordance with the following criteria:
  - i. The rural building(s) are permanent structures of a size which makes them suitable for conversion without the need for additional extensions, substantial alterations, significant building works (or complete reconstruction), or the addition of any new buildings within the curtilage.
  - ii. The rural building(s) are in keeping with their surroundings and the conversion works would have no significant detrimental effect on the fabric, character or setting of the building.
  - iii. The proposed development enhances and safeguards heritage assets and the pattern and form of the buildings within historic farmsteads.
  - iv. Suitable access arrangements can be made, without the need for extensive new access roads onto the public highway or within the site itself .
  - v. There is no adverse impact on the countryside, landscape and wildlife or local amenities.

- vi. Appropriate drainage and flood risk mitigation, including safe access requirements, can be provided and maintained for the lifetime of the development.
- B. Development proposals which provide economic activity supportive of local needs will be encouraged and considered on their merits, assessed against the criteria in section A above.
- C. Development proposals for residential use must demonstrate that a suitable economic development use is not viable and provide clear and convincing justification for residential use.
- D. In addition to the criteria in section A above, development proposals for residential use must also demonstrate that:
  - i. The proposals do not lead to the dispersal of economic activity which would have an adverse impact on the local economy or prejudice the vitality of nearby town centres or villages.
  - ii. The proposals do not involve the conversion of domestic outbuildings.
- E. Where permission has been granted previously (whether through this policy or former policies) for the conversion of rural buildings to other uses, the provisions of Policy 27A - Quality Design and Local Distinctiveness will apply to all new development proposals affecting those buildings.
- F. Where previous development has relied upon this policy or an earlier equivalent no further development (including extensions) will be permitted within the curtilage.

### Reasoned Justification

**28.1** The re-use and adaption of existing rural buildings is an important planning consideration. With the changing structure of the rural economy many agricultural and rural buildings are becoming surplus to requirements. The re-use of such buildings may provide economic benefits to rural areas, allowing farm diversification for uses such as commercial, leisure, tourism and sport and recreation. The re-use of rural buildings can also help to reduce the need for new buildings to be erected in the countryside.

**28.2** It is important that the architectural or historic characteristics of rural buildings are not destroyed through conversion. Residential conversion can result in the greatest change and can be detrimental to both the fabric and character of historic rural buildings and their appearance in the landscape.

**28.3** Proposals for the residential use of rural buildings will be considered in the light of physical effects of the conversion on the character of the building, its significance, existing wildlife, and its appearance in the landscape.

**28.4** New windows and doors and external domestic features such as gardens and parking can be detrimental to a rural building and its setting.

**28.5** The degree of harm on the character and appearance of the countryside is an important consideration when assessing the effects of residential curtilage or establishing the likely demand for further buildings on the site. The Council is unlikely to give permission for proposals for residential conversion where this requires extensive alteration or rebuilding, or if the creation of a residential curtilage would have a harmful effect on the character of the countryside. To this end, no extensions to dwellings created through Policy 28A or earlier rural building policies will be permitted, and neither will the introduction of new buildings into the curtilage of these dwellings.

**28.6** The West Midlands Farmsteads and Landscapes Project and subsequent guidance provides a key element of the evidence base and provides support for the policy approach of Policy 28A. The District Council will use evidence contained within the West Midlands Historic Farmsteads and Landscapes Project to inform its decision making.

### **Policy 28B - Chalets, Caravans, Mobile Homes**

Mobile home and caravan sites represent one of the biggest development pressures in the rural areas of the District. The issue is most prevalent along (but not confined to) the River Severn and to the west of the River Severn around the Wyre Forest itself.

- A. Further caravan, mobile home and chalet developments or changes of these developments from holiday use to permanent residential occupation within the District will be resisted due to the collective impact which existing sites have on the landscape.
- B. Extensions to existing chalets should be subservient to and enhance the appearance of the building. They should not have a significant adverse impact on adjacent occupiers or the surrounding landscape and should comply with all other relevant policy.
- C. Changes to permanent residential occupation of individual chalets will only be allowed where:
  - i. there is adequate road access and car parking adjacent
  - ii. there is reasonable access to facilities by sustainable transport (walking or cycling) or public transport
  - iii. the building is of a permanent construction, is not liable to heave or subsidence, and is not liable to flooding or located within the floodplain.

- D. The replacement of a holiday use chalet by a permanent residential dwelling will not be permitted.
- E. Replacement of chalets should be on a “like for like” basis in terms of size and materials and should result in a reduction in the visual impact on the landscape. For sites that are located within the floodplain, consideration should be given to relocating chalets to an area of lower flood risk and it must be demonstrated that the development can be made safe for the lifetime of the development.

### Reasoned Justification

**28.7** There are around 3000 caravans in the District, of which only 200 are permanent dwellings, the remainder being licensed for holiday use.

**28.8** There are almost 400 chalets constructed before the 1947 Town and Country Planning Act.

**28.9** Pressures to further extend and modernise holiday chalets may lead to chalet sites evolving into permanent residential estates. This is highly undesirable as they are usually located in areas where residential development would not normally be permitted. They are often found in inaccessible locations with poor access roads, remote from shops and schools and often in areas liable to flooding, heave or subsidence. There is a particular issue with these developments along the River Severn and within the Wyre Forest itself. Historically, these chalets were used at weekends and during the summer but they are increasingly being used as permanent dwellings, often with the addition of a brick skin.

### Policy 28C - Equestrian Development

- A. All proposals for equestrian related development will be assessed to ensure that they will not individually or cumulatively affect the quality and character of the landscape and the amenity of any adjacent residential areas. Appropriate landscaping and screening should be provided.
- B. All proposals for equestrian related development will be required to demonstrate that they have taken full account of their potential impact on local biodiversity and habitats and, wherever possible, should incorporate measures to promote and protect biodiversity.
- C. Proposals for equestrian related development should not have an adverse impact on the safety and capacity of the local highway and public rights of way networks. Any new access from the highway and on-site parking should be provided in accordance with the appropriate highways and parking standards.



- D. Proposals for new maneges must not cause a harmful impact on the character of the landscape or on the amenity of neighbouring occupiers. They should be sited near to the stables to limit the visual impact on the landscape.
- E. Proposals for flood lighting will also require planning permission and, where it is accepted that such lighting is essential, its use will be controlled through conditions restricting its maximum height, minimal glare and operating times in order to protect the amenity of the area and local residents.
- F. Commercial Equestrian Facilities
  - i. New developments associated with commercial equestrian uses such as livery stables, riding schools, racing stables and stud farms must not impact on the purposes and visual amenity of the Green Belt or open countryside. Within the Green Belt, applications will also be strictly assessed against the criteria listed within Policy 25A
  - ii. The conversion of existing buildings to genuine related uses, rather than new build, will be encouraged where the existing buildings are suitable for and capable of conversion.
- G. Equestrian Facilities for Leisure Use
 

In considering proposals for smaller scale equestrian developments relating to non-commercial leisure use, applicants should have regard for the need for stables/field shelters/feed stores/tack rooms/maneges to:

  - i. Be sited within or immediately adjoining an existing building or complex, or alongside an existing hedgerow.
  - ii. Be of traditional design and blend naturally into the landscape.
  - iii. Comply with the space standards for stables as recommended by the British Horse Society.
  - iv. Provide sufficient facilities so as to be fit for purpose without the need for additional extensions or addition of new permanent or temporary structures on the site.

### Reasoned Justification

**28.10** The keeping of horses on agricultural land usually requires planning permission for the change of use.

**28.11** Physical development on the land such as stables, tack rooms, feed stores and maneges also requires planning permission.

**28.12** Careful consideration will be given to the impact of proposals on the landscape character of the surrounding area. The cumulative impact of temporary stores and stables and new field divisions adjacent to permanent facilities can have a harmful impact on the surrounding countryside or Green Belt. Relevant conditions or S.106 agreements may be imposed on planning permissions where necessary.

**28.13** In line with recommendations from the British Horse Society, and in recognising the need to allow suitable stable developments to address horse welfare, whilst managing the potential impact on the countryside, the Council considers that the maximum size for a single stable for leisure use should be 3.65m x 4.25m. The roof should be a reasonable clear space (at least 1m) above the withers of the horse.

**28.14** Applicants will be required to submit evidence alongside their proposals to demonstrate that they have taken full account of the potential impacts on local habitat and biodiversity such as the retention of existing hedgerows at field boundaries. Mitigation measures such as the installation of bird and bat boxes should be incorporated wherever possible.

#### **Policy 28D - Agricultural Land Quality**

- A. Applications for development on best and most versatile agricultural land of higher quality grades will be resisted where the site has not been allocated in the Local Plan and is considered worthy of protection.

#### **Reasoned Justification**

**28.15** The grade of agricultural land should be taken into account alongside other sustainability considerations when determining planning applications.

**28.16** Protecting higher grade agricultural land from development will indirectly protect water resources by protecting infiltration capacity.

**28.17** Best and most versatile agricultural land is defined within the NPPF Glossary as Land in grades 1, 2 and 3a of the Agricultural Land Classification.

**28.18** To assist in understanding agricultural land quality within the plan area and to safeguard 'best and most versatile' agricultural land in line with paragraph 170 and 171 of the NPPF, strategic scale Agricultural Land Classification (ALC) Maps are available on the [www.magic.gov.uk](http://www.magic.gov.uk) website. Natural England also has an archive of more detailed ALC surveys for selected locations which can be supplied digitally by contacting Natural England. Where no reliable information is available, the Council will reasonably expect developers to commission a new ALC survey to support a planning application for a site they wish to develop

**Site Allocations****Contents**

Section 30 – Kidderminster Town

Section 31 – Lea Castle Village

Section 32 – Kidderminster Eastern Extension

Section 33 – Stourport-on-Severn

Section 34 - Bewdley

Section 35 – Previously Developed Sites in the Green Belt

Section 36 – Rural Wyre Forest

**29.1** The Development Strategy (Section 6) describes the overall level of development required and the type of development that is appropriate in each of the broad areas of the District. The purpose of this section is to describe how this Local Plan intends to deliver the necessary level of development by setting out the sites for allocation.

**29.2** Policy 6.1 sets out a housing requirement of 5,520 dwellings plus 487 C2/Institutional (eg Care Homes) bedspaces to be built in the 20 year plan period to 2036. This number was set through the Housing Needs Study using the Government’s latest guidance and will be regarded as a minimum rather than a target by the District. It is also necessary for the District Council to provide some flexibility through an apparent over-provision: this is to make allowance for sites not coming forward (eg for reasons associated with deliverability). This section reflects in its structure the settlement hierarchy described at Policy 6B:

- Kidderminster
- Kidderminster Urban Extensions
- Stourport-on-Severn
- Bewdley
- Villages and rural settlements.

**How have the housing sites been selected?**

**29.3** An ongoing ‘call for sites’ was initiated in the autumn of 2014 which led to the Housing and Employment Land Availability Assessment (HELAA) being published in May 2016. Essentially the role of the HELAA is to identify a range of sites that may have potential for housing development over the coming years. It is important to note that a site’s inclusion in the HELAA does not necessarily mean it is suitable for development – merely that it has been put

forward (most often by the landowner) as a possibility for consideration by the Council for future allocation. The HELAA therefore provided a basket of sites from which choices have been made during the preparation of the Plan.

**29.4** Sites have also been put forward for inclusion on the Brownfield Land Register and some of these are suitable for allocation.

**29.5** The site allocations have to be based on evidence. All of the sites have been assessed against the same planning criteria to assess the suitability of each of them for development, focussing on the three elements of sustainability (environmental, social and economic) and incorporate consideration of other technical evidence generated in the preparation of the Local Plan, including:

- Green Belt Study
- Strategic Flood Risk Assessment
- Water Cycle Study
- Heritage Impact Assessment
- Viability Assessment
- Infrastructure Delivery Plan

**29.6** In making the decision as to whether to include a site or not in these allocations, it is important to note that there is rarely a site that satisfies all criteria: therefore this means that judgement has to be exercised and aspects of evidence balanced against each other.

### The Site Allocations

**29.7** Policies 30 to 36 describe details of the sites that are allocated in this Local Plan. Each policy covers a different area of the district. Policies also set out specific requirements for the individual sites. As well as these specific requirements, the relevant provisions of other policies contained in the Plan will apply to development on the allocated sites.

**29.8** The headings in each of the tables in the allocation policies (30-36) are as follows

- **Site Reference** – the HELAA reference for the site which is used throughout the evidence base documents
- **Site Description** – name of site
- **Proposed Use** – Employment (E), Housing (H), Mixed Use (M - including community facilities), (Travelling showpeople (TS), Gypsy and Traveller (GT), Car park (P), Caravan Park (CP), Green Gap (GG)

- **Indicative number of dwellings** – this figure takes account of the site area and any known constraints (eg where parts of the site have a risk of flooding or ecological constraints) and, unless more specific details are available, is calculated to a density in sympathy with the surrounding area
- **Site Area** – the land area of the site expressed in hectares (ha)
- **Removed from Green Belt?** – will the Green Belt boundary need to be redrawn as the result of this allocation (Y=yes; N=no)

### **Infrastructure requirements**

**29.9** All the relevant infrastructure requirements for the site contained in the following policies are set out in the Wyre Forest Infrastructure Delivery Plan (IDP) which forms part of the evidence base. Particular reference should be made to the sections on transport and education.

### **Site Plans**

**29.10** Each individual site policy includes a map showing the location of the site on an Ordnance Survey basemap Copyright 100018317.2018

### Policy 30 Kidderminster Town

Within Kidderminster, the following sites, as shown on the Policy Map, are allocated. They should be developed in accordance with the criteria identified in respect of each site and all general policy requirements, including any necessary developer contributions.

**Table 30.0.1 Allocated Sites in Kidderminster**

Site Ref	Site Description	Proposed Use	Indicative no. Dwellings / Employment ha	Gross Site Area (ha)	Removed from Green Belt?
AS/1	Comberton Place	H	23	0.49	N
AS/3	Chester Road South Service Station	H	10	0.41	N
AS/5	Victoria Carpets Sports Ground	H	45	2.21	N
AS/6	Lea Street School	H	24	0.47	N
AS/20	North of Bernie Crossland Walk	H	9	0.41	N
BHS/2	Bromsgrove Street (Lion Fields)	M	35	4.84	N
BHS/16	Timber Yard Park Lane	M	55	2.1	N
BHS/18	Blakebrook School	M	41	1.38	N
BHS/38	Kidderminster Fire Station	H	20	0.37	N
BHS/39	Boucher Building	H	10	0.04	N
BW/1	Churchfields	M	231	7.09	N
BW/2	Limekiln Bridge	H	80	1.16	N
BW/3	Sladen School site	H	72	2.61	N
BW/4	Stourbridge Road ADR	H	91	3.6	N
FHN/11	BT building Mill Street	H	40	0.6	N
FPH/5	Ambulance Station	H	12	0.21	N
FPH/10	Silverwoods Phase 2	H	58	1.59	N
FPH/15	Severn Grove Shops Rifle Range Estate	M	12	0.49	N
FPH/18	Naylor's Field Sutton Park Rise	H	35	1.65	N
FPH/19	164/5 Sutton Park Road	H	4	0.72	N
FPH/23	Silverwoods extra care Phase 1	H	59	0.45	N
OC/11	Stourminster School site	H	56	2.15	N
WFR/WC/18	Sion Hill School site	H	56	2.1	Y
WA/KF/3	Land at Low Habberley	H	120	5.6	Y
LI/10	Land r/o Zortech Avenue	TS		1.93	Y

Site Ref	Site Description	Proposed Use	Indicative no. Dwellings / Employment ha	Gross Site Area (ha)	Removed from Green Belt?
BHS/10	Frank Stone Green Street	E		0.32	N
BHS/11	Green Street Depot	E		0.2	N
BHS/17	Rock Works, Park Lane	E		0.36	N
FPH/8	SDF Stourport Road	E		4.3	N
FPH/10	Silverwoods Phase 2	E		2.96	N
FPH/23	Silverwoods Phase 1	E		1.84	N
FPH/24	Former Romwire Site Stourport Road	E		5.0	N
FPH/27	Adj. Easter Park, Worcester Road	E		2.53	Y
FPH/28	Land at Hoobrook	E		0.25	N
FPH/29	VOSA site Worcester Road	E		1.72	N
LI/12	Former Burlish Golf Course clubhouse	E		1.05	Y
MI/26	Ratio Park, Finepoint	E		0.69	N
MI/34	Oakleaf, Finepoint	E		1.0	N
BW/4	Stourbridge Road ADR	GG		10.3	N

## Reasoned Justification

**30.1** Kidderminster is the strategic centre where the bulk of development should be located to ensure sustainability, easy access to services and greatest ability to provide infrastructure. Most of the sites allocated are redevelopment sites, many of which have been carried forward from the Kidderminster Central Area Action Plan or the Site Allocations and Policies Local Plan. All proposals will need to take into consideration any flooding issues, existing trees on site, heritage assets and highways issues.

**30.2** The following housing sites already have planning permission in place for residential development – AS/1 Comberton Place, AS/3 Chester Road South Service Station, AS/5 Victoria Carpets Sports Ground, BHS/18 Blakebrook School and BW/4 Stourbridge Road ADR. Developers are already on site at AS/1 and BHS/18. Some of the employment allocations (FPH/24 Romwire, MI/26 Ratio Park and MI/34 Oakleaf) are also partially completed with planning permissions in place on the rest of the land parcels.

**30.3** Many of the employment allocations are within the South Kidderminster Enterprise Park which is covered by a Local Development Order (LDO) which was originally adopted in August 2015. It has since been extended for a second time to August 2021. The LDO allows for a simplified planning regime. A number of developments have come forward including the redevelopment during 2016/17 of much of the former Romwire Site. Permission is in place to construct the Wyre Forest Emergency Services Hub on the remaining plot. Another site where development is underway is at Ratio Park on Finepoint where the first phase of 11 starter units

is completed. Phase 2 will follow once these are occupied. Also on Finepoint, Oakleaf have an additional 1.0 Ha that can be brought forward for further employment development. On the eastern side of the Stourport Road, there are sites available for employment uses at Silverwoods. The SDF site is expected to come forward for redevelopment within the next few years. Another potential redevelopment site is the VOSA site on Worcester Road. Permission has also been granted for a small development of units at the Council's Green Street depot (17/0732/FULL).

### **Chester Road South Service Station AS/3 (0.41Ha)**

**30.4** This former petrol and gas station is used for car sales and car repair businesses. It has outline planning permission for up to 10 dwellings.

#### **Policy 30.1 Chester Road South Service Station AS/3**

Development of this site should:

1. Ensure, where feasible, that housing faces the main road to continue the strong building line along Chester Road South
2. Fully consider any contamination issues on the site
3. Protect and enhance existing mature vegetation adjacent to the railway line
4. Explore the potential to upgrade the adjacent footbridge

#### **Reasoned Justification**

**30.5** This site has outline permission in place but no firm proposals have been received from a developer. It currently detracts from what is a residential area. Proposals should respect the streetscene.

### **Former Victoria Sports Ground AS/5 (2.21Ha)**

**30.6** This site has not been used as a sports ground since 2003. It has outline planning approval for up to 45 dwellings. The site has a boundary with Kidderminster Golf Course. Most of the site lies within flood zone 2. The site is surrounded by mature trees, many of which are protected by Tree Preservation Orders.

#### **Policy 30.2 Former Victoria Sports Ground AS/5**

Development should:

1. Be accessed from Spennells Valley Road
2. Locate dwellings outside the area shown to be at risk of flooding
3. Provide attenuation ponds in the southern section of the site
4. Provide a ditch to take any surface water run-off from the golf course
5. Provide an appropriate landscaping scheme using native trees and shrubs and a management plan



6. Locate dwellings towards the centre of the site away from site boundaries
7. Provide bat and bird roosting / nesting boxes
8. Restrict lighting in ecologically sensitive areas

### Reasoned Justification

**30.7** This site has outline permission in place for 45 dwellings. It has recently been sold to a housing developer. A revised application for 26 affordable dwellings plus a care home is expected shortly.

### Lea Street School AS/6 (0.47 Ha)

**30.8** This former school sits in a densely populated residential area near the railway station characterised by Victorian terraced housing. It occupies a plot with frontages to both Lea Street and Cherry Orchard. It was constructed in 1883 and is on the Kidderminster Local Heritage List. It is built across a steeply sloping site with buildings at 3 different levels.

#### Policy 30.3 Lea Street School AS/6

This site is allocated for residential uses.

1. Proposals should, where possible, look to retain the original board school buildings
2. Mature trees fronting Cherry Orchard should be retained as part of the development
3. Layout, design and materials used should be sensitive to location and overcome any adverse impacts on the heritage asset
4. Proposals should take into consideration the Kidderminster and Stourport Urban and Waterfront Strategic Development Corridor Green Infrastructure Concept Statement

### Reasoned Justification

**30.9** This very attractive building is a rare example of a well-preserved board school. It is the only surviving example built by the Borough of Kidderminster School Board. The entire original fixtures and fittings are still intact. A conversion of the building would be supported. The playground area on Cherry Orchard would be suitable for a new-build housing development.

### Land North of Bernie Crossland Walk AS/20 (0.41Ha)

**30.10** This area of garden land adjacent to the railway line currently forms part of rear gardens to dwellings on Chester Road South. It forms a logical extension to Bernie Crossland Walk.

#### Policy 30.4 Land North of Bernie Crossland Walk AS/20

This site is allocated for residential uses.

1. Access should be taken from Bernie Crossland Walk
2. Trees along railway corridor to be enhanced as part of Green Infrastructure corridor

### Reasoned Justification

**30.11** This small Greenfield site is suitable for development subject to any issues with ransom strips being overcome.

### Land at Bromsgrove Street (Lion Fields) BHS/2 (4.84Ha)

**30.12** This is a large site which includes the cleared site of the former Glades Leisure Centre, the former Magistrates' Court (Worcester Cross Factory), extensive car parking and shops on the northern side of Worcester Street. The NHS buildings and Youth Centre on Bromsgrove Street will remain in situ and are outside of this allocation. The former Magistrates' Court buildings were listed Grade II in 2018. Levels rise 10 metres across the site from the south to the north. Much of the land is owned and controlled by the District Council.

#### Policy 30.5 Land at Bromsgrove Street (Lion Fields) BHS/2

This site is allocated for a mix of uses:

1. Former Glades site to be redeveloped for a cinema and leisure complex with ancillary food and drink together with car parking
2. Former Magistrates' Court building to be considered for conversion for a mixed residential / commercial scheme
3. Residential development to be investigated on remainder of site, including potential for C2 use
4. Development to be of the highest design quality as this site is very prominent
5. Proposals to develop the southern part of the site should focus on the retention of the Former Worcester Cross Factory, its repair and re-use, and where necessary its modification and enhancement to better reveal its significance
6. The historic street patterns should inform the design layout of new development on the northern part of the site, with consideration in particular given to the height and massing of new development as this will impact on the skyline and wider views across the town
7. Layout, design, scale and materials used should take into consideration the designated heritage assets on the southern part of Worcester Street
8. The area of mature woodland to the rear of the former Glades Leisure Centre site adjacent to the ring road island should be extended north along the ring road to link with mature trees at Lion Street.
9. The adjacent NHS buildings and the youth centre should have additional landscaping to soften their setting and help to integrate them into the new development
10. Proposals should deliver enhanced public amenity space with SuDS and habitat benefits and include green walls where possible

11. Proposals should take into consideration the Kidderminster and Stourport Urban and Waterfront Strategic Development Corridor Green Infrastructure Concept Statement
12. In the southern part of Worcester Street (outside of the area shown as primary shopping frontage), proposals for non-retail (including residential) uses at ground floor level will be considered on their merit (see Policy 22A)

### Reasoned Justification

**30.13** The Council adopted the Kidderminster Eastern Gateway Development Framework In June 2016. 'Lion Fields' is a large site occupying an area historically developed in the late 18<sup>th</sup> century as workers housing and redeveloped in the mid-late C20 when the adjacent ring road was constructed. The northern part of the site occupies a plateau at the top of Prospect Hill and it may be possible to reinstate parts of the historical street pattern as part of any redevelopment. The southern part of the site is largely occupied by the recently designated Former Worcester Cross Factory which is a landmark feature at the gateway to the town approaching from the east. The site has a history of pre-industrial development and there is high potential for archaeological remains below ground.

**30.14** It is proposed to bring Lion Fields forward for development in phases. A preferred developer for the former Glades site was appointed at the end of 2017. A mixed-use leisure scheme is proposed in this first phase. The next phase of development will include the former Magistrates' Court building, the former covered market area to the rear and the land in front which is currently laid out as a small urban park.

**30.15** Worcester Street marks the southern boundary to Lion Fields and the County Council is proposing to reopen the street to traffic and allow on-street parking. This scheme will complement the regeneration at Lion Fields. Further investigation is required to look at improving pedestrian links between Worcester Street and Bromsgrove Street as part of any residential proposals on the existing car park. The southern part of Worcester Street has seen a number of conversions to residential uses in recent years and further conversions should be encouraged.

### Timber Yard Park Lane BHS/16 (2.1Ha)

**30.16** This site includes the former timber yard together with steeply sloping wooded land on the other site of Park Lane. Some of the site is owned by the District Council. It is an important canalside location in the heart of the town centre. This area provides an opportunity to bring the canal back into focus and rejuvenate this area of the town. Much of the site falls within flood zone 2.

#### Policy 30.6 Timber Yard Park Lane BHS/16

This site is suitable for a range of uses including residential (C3 and C2) and some commercial uses that would complement the offer in the town centre.

Proposals should:

1. Provide an active frontage onto both the canal and Park Lane
2. Create a high quality pedestrian canalside environment and public realm
3. Where practicable, retain and incorporate the historic building fronting Park Lane
4. Deliver a new landmark pedestrian bridge over the canal to Weavers Wharf
5. Incorporate an area of public open space adjacent to the canal to act as a focal point for the scheme
6. Investigate the potential for additional mooring facilities on the canal
7. Take into account any potential flooding issues on site and incorporate appropriate mitigation measures
8. Retain and enhance the wooded escarpment on Park Lane where possible as part of a wider GI network and backdrop to the town centre
9. Use SuDS to control drainage on site
10. Integrate features such as living walls, green roofs and bat/bird bricks into development
11. Relate well in form, scale, massing and materials to the canal and those designated heritage assets on the east side of the canal, as well as seeking to conserve and enhance the appearance of the canal Conservation Area
12. Take into consideration the Kidderminster and Stourport Urban and Waterfront Strategic Development Corridor Green Infrastructure Concept Statement

### Reasoned Justification

**30.17** This site is located in a sensitive historic valley setting with an historic urban industrial townscape character and mature regenerated woodland on the site of former 19<sup>th</sup> century housing. It offers opportunities to create a canal frontage that respects the historic buildings opposite on the Weavers Wharf development, retain and frame the visual line of the valley setting and historic Park Lane and enhance the existing Green Infrastructure. The retention of the building to the rear of Matalan should be investigated as the loss of this feature will rob Park Lane of its industrial character which will thus harm the setting of the adjacent heritage assets to the north of the site. As a large recently vacated site, it has a negative impact on the town centre where it can be viewed from Weavers Wharf. Redevelopment of this site will bring with it increased surveillance of the canal towpath which is currently hidden from view. A footbridge would help to extend the town centre across the canal and revitalise this area of Kidderminster.

### Kidderminster Fire Station BHS/38 (0.37Ha)

**30.18** Kidderminster Fire Station will be relocating to the Wyre Forest Emergency Services Hub on Stourport Road in the next year. This will then free up this town centre site for conversion of the main building and redevelopment to the rear for residential use.

**Policy 30.7 Kidderminster Fire Station BHS/38**

This site is suitable for a mixed conversion/new build residential scheme.

1. The main building should be retained and converted
2. The close proximity to Caldwell Tower requires a bespoke approach to the design of any replacement buildings. There will be a need for careful consideration of the layout, design, scale and materials used within any development to ensure that the development contributes positively to this sensitive location
3. Depending on the significance of archaeological heritage assets found, development may not be feasible on certain parts of the site
4. The grassy bank along the River Stour should be retained to reduce the impact of development on protected species such as otter. Natural cover should be increased in this area to encourage wildlife
5. Proposals should take into consideration the Kidderminster and Stourport Urban and Waterfront Strategic Development Corridor Green Infrastructure Concept Statement
6. Proposals should take into account any potential flooding issues on site and incorporate appropriate mitigation measures

**Reasoned Justification**

**30.19** Kidderminster Fire Station lies within the Green Street Conservation Area adjacent to Caldwell Tower (Grade II\*) and the River Stour Local Wildlife Site. Much of the site is also within flood zone 2. The rear of the site is also affected by flood zone 3 (defended). The facade of the fire station is included on the local heritage list. It was built in 1929 and designed by the borough engineer. The adjacent single octagonal tower of Caldwell Hall is the surviving fragment of a fortified medieval manor house and is Kidderminster's oldest building apart from St Mary's Church. It sat in a deer park and later formal gardens (of which the development site forms a part). There is a high probability of buried archaeological remains on the site.

**Boucher Building Green Street BHS/39 (0.04Ha)**

**30.20** The Boucher Building fronts Green Street with the Morrisons' supermarket car park to the rear. It falls within the Green Street Conservation Area. It is on the Local Heritage List. It sits adjacent to the River Stour. The entire site is within Flood zone 2.

**Policy 30.8 Boucher Building Green Street BHS/39**

The building is proposed for residential conversion.

1. Proposals should take account of any flood risk
2. Proposals should have full regard to the Green Street Conservation Area Character Appraisal

3. A bat survey should be submitted as part of any planning application
4. Proposals should take into consideration the Kidderminster and Stourport Urban and Waterfront Strategic Development Corridor Green Infrastructure Concept Statement

### Reasoned Justification

**30.21** This building fronts Green Street and has been unused for a number of years. A conversion scheme would make a significant improvement to the streetscene. It is important to retain this building as part of the 'Heritage Processions' which characterise this area of town with former carpet buildings lining the street at 'back of pavement'. The ground floor of the building could potentially be used for cycle/bin storage/ drying room with flats on the upper floors.

### Churchfields BW/1 (7.09Ha)

**30.22** The Churchfields Business Park occupies the site of a former carpet factory. Most of the buildings have now been vacated. An outline planning application has been submitted for the redevelopment of the site to create up to 231 dwellings including the conversion of the 1902 building to provide up to 670sqm of commercial uses with flats on the upper floors. A new direct access from the ring road will be provided into the site.

#### Policy 30.9 Churchfields BW/1

Any development on this site should:

1. Address Clensmore Street as a key movement corridor
2. Take advantage of topography to open up views from the site and create recognisable landmark features within the site
3. Retain and enhance the mature treeline along Clensmore Street
4. Retain the wooded slopes on the northern edge of the site as public open space
5. Integrate street trees to provide connectivity with adjacent countryside and link into the green corridor along the canal
6. Provide a number of pedestrian access points from neighbouring streets to help to assimilate the development into the local area
7. Reflect and complement the existing character and quality of the historic environment adjacent to the Staffordshire and Worcestershire Canal and respond to the setting of St. Mary's Church
8. Consider carefully the scale, form and massing of development
9. Retain the 1902 Building as a familiar landmark and, if possible to do so, the offices and manufacturing buildings on the Local Heritage List
10. Provide interpretation concerning the site's former industrial heritage

11. Provide for improvements to pedestrian links into the town centre and out into the surrounding countryside
12. Take into consideration the Kidderminster and Stourport Urban and Waterfront Strategic Development Corridor Green Infrastructure Concept Statement

### 30.23 Reasoned Justification

**30.24** A residential-led redevelopment that links in with the town centre and the existing Horsefair community will help to bring life back to the Churchfields area. A new link road is proposed to access the site through the CMS garage directly off the ring road roundabout. This would then allow Horsefair to be made one way helping with both traffic flow and air pollution. Funding is in place to provide this road in 2019/20.

### Limekiln Bridge BW/2 (1.16Ha)

**30.25** This site comprises an engineering works and a Council owned parcel of open space with a redundant basketball court. The site lies alongside the canal with a supermarket and car parking area situated across the canal. The site slopes down from Clensmore Street to the canal.

#### Policy 30.10 Limekiln Bridge BW/2

The redevelopment of this area for residential uses should:

1. Provide an active frontage onto both the canal and Clensmore Street
2. Be sympathetic to the character of the Staffordshire and Worcestershire Canal Conservation Area and the setting of St. Mary's Church and graveyard
3. Compensate for the loss of existing open space
4. Carefully consider layout, design, scale and materials
5. Enhance the already excellent Green Infrastructure connectivity and retain mature trees on site
6. Take account of any remediation and decontamination required
7. Take into consideration the Kidderminster and Stourport Urban and Waterfront Strategic Development Corridor Green Infrastructure Concept Statement

### Reasoned Justification

**30.26** A historic wharf once stood near Limekiln Bridge and archaeological investigation will be required on this site. Old maps also show a chemical works on this site together with rows of tiny terraced housing fronting Clensmore Street. Compensatory open space will need to be provided elsewhere in the area. Any new development on this site will be expected to make a contribution towards this. Development on this prominent site should reflect and complement the existing character and quality of the historic environment in this locality.

## Sladen School Site BW/3 (2.61Ha)

**30.27** Sladen Middle School closed in July 2007 as a result of the change from 3 to 2 – tier education provision in Wyre Forest. It was subsequently demolished. It is surrounded by residential development. There are extensive playing fields on the site. The site has 3 distinct land parcels with an extensive tree belt separating the 2 rear parcels and the site of the former school buildings. It is important for these to be retained as part of any development.

### Policy 30.11 Sladen School Site BW/3

This site is allocated for residential development. Proposals should:

1. Provide an active frontage onto Hurcott Road
2. Compensate for the loss of playing fields with alternative provision either on site or contribute to provision elsewhere
3. Provide pedestrian links through to the adjoining development at Hurcott flats
4. Design the layout to maximise natural surveillance of open space and footpath links to Stourbridge Road to the rear
5. Retain and enhance existing green infrastructure network, in particular the trees along the Hurcott Road frontage
6. Take into consideration the Kidderminster and Stourport Urban and Waterfront Strategic Development Corridor Green Infrastructure Concept Statement

## Reasoned Justification

**30.28** This site is in the ownership of Worcestershire County Council. There have been a number of proposals put forward for the site since the school closed. It is now proposed to release the site for residential development. Provision of a small playing field on-site should be considered as part of these plans, perhaps in the form of a ‘village green’ overlooked by the housing.

## Land at Stourbridge Road (ADR) (BW/4) 13.9Ha

**30.29** The northern parcel of this site (3.6Ha) has permission for 91 dwellings (18/0163/FULL) together with public open space. Access will be from Stourbridge Road. An extensive ecological corridor is to be planted along the southern boundary of the site together with additional tree planting. Development is expected to commence in early 2019.

**30.30** The remaining 10.3Ha will be allocated as a green gap in order to protect the setting of Hurcott Village and the adjacent Sites of Special Scientific Interest. No built development will be allowed on this parcel of land.



**Policy 30.12 Land at Stourbridge Road BW/4 south**

The land shown on the policies map will be designated as a green gap and not released for development in order to protect the Hurcott Pastures SSSI and the setting of the historic Hurcott Village.

**Reasoned Justification**

**30.31** There are two Sites of Special Scientific Interest (SSSIs) adjacent to the southern part of BW/4. One is a wetland – Hurcott and Podmore Pools, the other is dry grassland – Hurcott Pastures. The dry grassland SSSI was designated after the land was taken out of the Green Belt and safeguarded for future housing development as an Area of Development Restraint. This SSSI is very sensitive to disturbance and the hydrological impacts of developing on the southern parcel would be difficult to mitigate for. Habitat deterioration is also an issue.

**30.32** The only access to the southern parcel would be from the northern site across a dry valley which separates the two parcels as the Highways Authority proposes to stop up Hurcott Lane which runs alongside the site to protect the historic village and, more importantly, protect the historic lane itself from further damage by heavy traffic.

**BT Building Mill Street FHN/11 (0.6Ha)**

**30.33** This site backs onto the River Stour and contains a redundant telephone exchange and office building. All of the site apart from the building itself lies in floodzone 2. Part of the rear parking area is also in flood zone 3.

**Policy 30.13 BT Building Mill Street FHN/11**

The above site is allocated for residential development. Proposals should:

1. Retain and enhance woodland alongside river bank
2. Aim to naturalise riverbank and minimise light spillage
3. Carry out protected species surveys as part of any planning application
4. Take into consideration the Kidderminster and Stourport Urban and Waterfront Strategic Development Corridor Green Infrastructure Concept Statement
5. Consider moving any replacement building forward to back-of-pavement to respect the building line
6. Reflect and complement the existing character and quality of the historic buildings within Mill Street
7. Undertake flood modelling to establish water depths and ensure any development would not exacerbate flooding elsewhere. Modelling should inform floor levels and design for site

### Reasoned Justification

**30.34** This area of Mill Street has seen a number of residential conversions and new-build schemes, most notably the former Kidderminster Hospital buildings. This part of the street is mainly residential whereas there are more commercial uses mixed in with residential towards the eastern lower end of the street.

### Kidderminster Ambulance Station FPH/5 (0.21Ha)

**30.35** The current location of the ambulance station is now completely surrounded by residential uses. The facility is looking to relocate once a suitable site is found.

#### Policy 30.14 Kidderminster Ambulance Station FPH/5

The site is allocated for residential development.

1. Mature trees on site should be retained and opportunities taken to enhance the green infrastructure network
2. Appropriate ecological surveys should accompany any planning application
3. Development should respect the scale, morphology and materials of the adjacent historic suburban character

### Reasoned Justification

**30.36** This small site is now surrounded by residential development following the redevelopment of the Reilloc Chain factory site and a small well-designed development should be brought forward on this site to complement recent development nearby.

### Silverwoods – former British Sugar Site (FPH/10 & FPH/23)

**30.37** Redevelopment of the former British Sugar site is progressing well. Phase I has seen the completion of 249 dwellings, 112 extra-care apartments, a supermarket and a replacement district leisure centre. Much of this has been made possible by the construction of the Hoobrook Link Road which connects Stourport Road with Worcester Road via a new canal and river bridge. Construction has recently started on a public house and restaurant and a second phase of housing is expected to start in 2019. A further extra-care development is also planned with a linked corridor through to the earlier development at Berrington Court. Extensive areas of landscaping have been provided, especially around the canal and to buffer the development from the industrial uses to the south.

**30.38** There are 4 land parcels yet to be developed. The smallest parcel adjacent to the railway bridge on Stourport Road has a further extra-care development of 59 apartments proposed by Wyre Forest Community Housing Group. The southern parcel near to the site entrance is planned for employment uses with a scheme of medium sized move-on units

proposed. The largest parcel adjacent to the Severn Valley Railway is allocated for employment uses and land for a future halt on the SVR will also be safeguarded. A planning application has been received for residential development on the parcel of land adjacent to the completed residential area. It is important to ensure that land uses are compatible with each other.

### Policy 30.15 Silverwoods

1. Land adjacent to the Leisure Centre is allocated for B1, B2 and B8 uses
2. Land fronting the Stourport Road adjacent to the railway bridge will be safeguarded for an extra-care housing development (C3)
3. Land on the southern edge of the development adjacent to the Vale Industrial Estate will be allocated for B1, B2 and B8 uses
4. All land parcels will be expected to contribute towards the enhancement of green corridors through the site connecting through to the Local Wildlife Sites on the River Stour, Staffordshire and Worcestershire Canal and along the rail corridor
5. Development proposals should seek to incorporate the railway line and safeguard the potential to create a station halt

### Reasoned Justification

**30.39** The transformation of this major redevelopment site is well advanced with a mix of residential and commercial uses now completed, together with new public open space and footpath/cycle links onto the canal towpath. The provision of employment units is now the next priority to reflect the site's location in the South Kidderminster Enterprise Park

### Severn Grove Shops FPH/15 (0.48Ha)

**30.40** This small site is currently allocated for redevelopment. It consists of a parade of shops with flats over together with a block of maisonettes. The neighbouring public house has been empty and up for sale for a number of years. Comprehensive redevelopment would help to improve the poor urban environment on this estate.

### Policy 30.16 Severn Grove Shops FPH/15

Development of this site should:

1. Provide replacement affordable homes
2. Provide a small retail unit
3. Provide landscaping to improve the public realm

### Reasoned Justification

**30.41** This site is in the ownership of Wyre Forest Community Housing and is ripe for redevelopment subject to funding becoming available.

### Naylor's Field, Sutton Park Rise FPH/18 (1.65Ha)

**30.42** This Greenfield site is surplus to educational requirements. It is completely surrounded by residential development. There is an existing access from Sutton Park Rise.

#### Policy 30.17 Naylor's Field FPH/18

This site is allocated for residential development. The site should:

1. Retain and enhance the existing late 19<sup>th</sup> century hedgerow which runs across the centre of site to provide Green Infrastructure connectivity through and off the site out onto the nearby Rifle Range SSSI
2. Use the existing access from Sutton Park Rise
3. Investigate the potential for retaining land to the north of the hedgerow as public open space

### Reasoned Justification

**30.43** This site is used for informal recreation and local events. By retaining the area to the rear of the hedgerow as open space, these functions could be continued.

### 164/5 Sutton Park Road FPH/19

**30.44** This site consists of 2 substantial garden plots. Proposals have been drawn up to develop a small number of additional dwellings. There are a number of protected trees on the site.

#### Policy 30.18 164/5 Sutton Park Road FPH/19

The site is allocated for residential development. Proposals should:

1. Retain mature trees on site and safeguard them during construction
2. Retain existing dwellings
3. Respect the character of surrounding development in terms of plot size, materials and design

## Reasoned Justification

**30.45** A limited number of dwellings could be provided off a single private access road (6 including 2 retained dwellings). This part of Kidderminster is characterised by large dwellings in substantial plots and any infill development should respect this character.

## Stourminster School Site OC/11 (2.15Ha)

**30.46** This former special school site (closed in 2011) is located on the urban edge of Kidderminster just off the A448 Comberton Road. It backs onto playing fields belonging to Comberton Primary / King Charles Lower School with a substantial area of wet woodland and a watercourse running along its eastern boundary. It was marketed for residential development in 2018.

### Policy 30.19 Stourminster School Site OC/11

The site is allocated for residential development.

1. Wet woodland should be adequately protected during both construction phase and occupation of dwellings including prevention of direct impacts and long term damage potentially caused by increased footfall from new residents and pets. Light spillage from development should be minimised.
2. Ponds should be provided at the top of the bank to provide ecological protection and enhancement and provide a SuDS function for the development
3. Fenced buffer zone is required around badger sett during construction. Badger study required prior to any disturbance to buildings near sett
4. Bat survey required to inform development plans. Mitigation strategy for compensatory loss of bat roosts may be required
5. Flood risk assessment required as no modelling has been done of this stretch of the brook
6. The potential for footpath access through a less sensitive part of the woodland into the neighbouring proposed nature reserve should be investigated
7. Proposals should take into consideration the Kidderminster and Stourport Urban and Waterfront Strategic Development Corridor Green Infrastructure Concept Statement

## Reasoned Justification

**30.47** Housing capacity may be slightly reduced to allow for buffering of wet woodland. This buffer zone could provide a refuge for wildlife with 'stepping stones' of new habitat to discourage access to more sensitive areas. Developers should refer to the Preliminary Ecological Appraisal for this site undertaken by Worcestershire County Council.

## Sion Hill School Site WFR/WC/18 (2.1Ha)

**30.48** Sion Hill Middle School was closed as part of the schools reorganisation in July 2007. It has suffered from repeated arson attacks and was finally demolished in early 2018. A planning application for 56 dwellings was submitted in August 2018. The site now belongs to Wyre Forest Community Housing. It is in the Green Belt and classed as brownfield.

### Policy 30.20 Sion Hill School Site WFR/WC/18

The site shown on the Policies Map is removed from the Green Belt and allocated for residential development.

1. Existing mature boundary trees to be retained and enhanced to maintain Green Infrastructure connectivity and visual screening
2. Potential to create wildlife stepping stones through habitat creation should be explored
3. Access to playing field land to rear should be retained

## Reasoned Justification

**30.49** This former school site is a sensitive landscape location due to the proximity of mature parkland character associated with Sion Hill Court opposite. The potential to develop the remaining part of the playing field in the future should be safeguarded. The rear part of the playing field is now in the ownership of the adjacent primary school.

## Land at Low Habberley WA/KF/3 (5.6 Ha)

**30.50** The arable field to the north of Habberley Road opposite Hillside Drive is allocated for residential development. It is bounded by Habberley Road and the Habberley Estate to the south, Habberley Lane (leading to the hamlet of Low Habberley) to the east and a bridleway / access to High Habberley House to the west. The northern boundary is a hedgeline. The land is currently in the Green Belt.

### Policy 30.21 Land at Low Habberley WA/KF/3

The land shown on the Policies Map is removed from the Green Belt and allocated for residential development.

1. Access to be taken from Habberley Road
2. Existing hedgerows and trees to be retained and enhanced to soften impact of development
3. Development to be set back from bridleway to protect setting of High Habberley House
4. Rear hedgeline to be reinforced by wide landscape buffer as this will form the new Green Belt boundary
5. Scale and design of development to be sympathetic to the character and setting of Low Habberley

## Reasoned Justification

**30.51** This site is well contained by solid boundaries on three sides.

### Land rear of Zortech Avenue LI/10 (1.93Ha)

**30.52** This site is currently in the Green Belt and was formerly part of the Burlish Golf Course site. The site has been extensively tipped with hardcore. There was a proposal to level the site for a junior academy golf course in 2016 which was never implemented. The site was originally used as an overspill car park. Access can be taken from the main drive off Zortech Avenue. It is adjacent to the former Ceramaspeed industrial unit which is being substantially rebuilt and adjoins the Burlish Top nature reserve.

#### Policy 30.22 Land rear of Zortech Avenue LI/10

This land is proposed for removal from the Green Belt and allocation as a site for travelling showpeople.

1. Appropriate buffering will be required for the adjacent Burlish Top nature reserve and to screen the development from the adjacent dwellings on Birchen Coppice
2. Vehicular access to be taken from Zortech Avenue

## 30.53 Reasoned Justification

**30.54** The district council have been working to find a new site for a locally-based family of travelling showpeople for several years. They need to vacate their current winter home. The above site is now in the control of the District Council following the closure of the Golf Club. It is considered to be ideal for the proposed use as it is adjacent to industrial units but also on the edge of a residential area with easy access to education and other facilities required by the families. The site will be used mainly in the winter months for maintenance and storage of fairground equipment. The families will also live on the site when they are not travelling around the country. There is good road access for their long vehicles.

## Employment Allocations

### Frank Stone Building Green Street BHS/10 (0.32Ha)

**30.55** This former carpet works is located within the Green Street Conservation Area and has been empty for many years. It is currently being marketed for either commercial or residential uses.

**30.56** The building straddles the River Stour. There is an opportunity to remove part of the building which is cantilevered over the river. River corridor enhancements will be expected as part of any proposal.

**Policy 30.23 Frank Stone building BHS/10**

Any development should

1. Provide a positive relationship with the river and contribute to the improvement of the riverside environment and enhancement of the green infrastructure
2. Retain the existing building frontage in line with the Green Street Conservation Area Character Appraisal and Management Plan
3. Be of high quality design to enhance the character of the Conservation Area
4. Address potential contamination and take appropriate remediation in order to protect groundwater
5. If partial demolition is undertaken, then building and archaeological recording will be required

**30.57 Reasoned Justification**

**30.58** The Frank Stone building is on the Local Heritage List. The front of the building facing onto Green Street forms a strong frontage and sense of enclosure. To the rear of the site lies the Meadow Mills Industrial Estate. For this reason the site may be better suited to employment rather the residential use.

**Rock Works BHS/17 (0.36Ha)**

**30.59** The Rock Works on Park Lane is a redundant 19<sup>th</sup> century carpet factory building. It is on the Local Heritage List and is in a bad state of repair. Its principal feature is the roof and its north lights. It is built into the cliff face. Steep stone steps cut into the hillside connect Rock Works with the Park Street Industrial Estate above. The southern part of the site consists of woodland which has regenerated on the site of Victorian terraced dwellings.

**Policy 30.24 - Rock Works**

Any proposals for the Rock Works should:

1. Refurbish the buildings and bring them back into active use
2. Undertake a full ecological appraisal of the site including a bat survey prior to refurbishment
3. Take the opportunity to enhance the regenerated woodland on the southern part of the site



### Reasoned Justification

**30.60** It is understood that a carpet heritage group are interested in taking on the building and bringing it back into use. This site is not considered suitable for residential conversion as it has limited natural daylight with the cliff face to the rear and Matalan building to the front.

### SDF site, Stourport Road FPH/8 (4.3Ha)

**30.61** Employee numbers on this site have fallen dramatically in recent years. It is expected to come forward for redevelopment during the plan period. The woodland immediately adjoining the site to the north is classed as ancient woodland and must be protected.

#### Policy 30.25 SDF site FPH/8

Any redevelopment proposals should:

1. Provide a minimum 15m buffer to the ancient woodland fronting Stourport Road
2. Provide additional tree planting along the road frontage

### Reasoned Justification

**30.62** The woodland on Stourport Road is a remnant of the much larger Oldington Wood. It is classified as ancient woodland and protected by an area Tree Preservation Order. Any redevelopment proposals will need to be set back behind a minimum 15m from the woodland.

### Easter Park extension Worcester Road FPH/27 (2.53Ha)

**30.63** This area of grassland is proposed for an extension of the employment units at Easter Park. It is currently in the Green Belt.

#### Policy 30.26 Easter Park extension FPH/27

The land at Worcester Road will be removed from the Green Belt and allocated for employment development (use classes B1, B2 and B8).

Proposals should:

1. Seek to retain an area of grassland around the units and screen the development from the adjacent dwellings to the south
2. Be accessed from the existing roundabout using the service road to the rear of the units alongside the railway

3. Provide landscaping along the A449 and the rail corridor
4. Investigate potential to provide green roofs to create an attractive entrance to the town
5. Discharge surface water so as not to exacerbate flooding issues to the south

**Reasoned Justification**

**30.64** This area of land performs a limited function in Green Belt terms and with landscaping a new gateway to Kidderminster from the Worcester direction could be provided. It is adjacent to existing industrial development. Dwellings to the south will need to be buffered from any adverse impacts arising from the development.

**Land at Hoobrook FPH/28 (0.25Ha)**

**30.65** This small cleared corner site is located on the new Hoobrook Link Road and was previously occupied by Frenco. It is proposed to develop the site for small workshop units. The land is owned by the District Council.

**Policy 30.27 Land at Hoobrook FPH/28**

1. The land to the rear of Hoobrook Enterprise Centre on Silverwoods Way is allocated for the redevelopment of small workshop units.
2. Any contamination must be dealt with prior to redevelopment

**Reasoned Justification**

**30.66** The new link road has given this vacant plot more prominence and a proposal is well advanced to bring it forward for industrial development.

**VOSA testing station Worcester Road FPH/29 (1.72Ha)**

**30.67** This site lies opposite site FPH/27. It is suitable for redevelopment for employment uses. The northern part of the site is used for commercial van sales.

**Policy 30.28 VOSA FPH/29**

The land currently occupied by the vehicle testing station will be redeveloped for B1, B2 and B8 uses.

1. Proposals should use the existing access road
2. The front of the site should be landscaped with native planting
3. Development should be compatible with neighbouring uses

### Reasoned Justification

**30.68** This site backs onto the Roxel research station. Any redevelopment would need to be compatible with this use. This is a large site with limited employment and could, together with the site opposite form a new gateway into Kidderminster.

### Former Burlish Golf Course Clubhouse site LI/12 (0.05Ha)

**30.69** This site contains the former club house and associated buildings. They have been subject to arson attacks and require demolition. It is proposed to allocate the site for employment uses.

#### Policy 30.29 Former Burlish Golf Course Clubhouse LI/12

1. Access should be taken from Zortech Avenue
2. The site should be landscaped with native plants to provide screening from adjacent sites

### Reasoned Justification

**30.70** This site is adjacent to the proposed site for the travelling showpeople and the former Ceramaspeed factory. It shares an access drive from Zortech Avenue with the neighbouring allocation.

**Policy 31 - Lea Castle Village**

The area identified on the Policies Map, is allocated for a sustainable, well-designed village. This should be developed in accordance with this policy and all general policy requirements, including any necessary developer contributions.

**Table 31.0.1 Lea Castle Village**

Site Ref	Site description	Proposed Use	Indicative no. Dwellings / Employment ha	Gross Site Area (ha)	Removed from Green Belt?
WFR/WC/15	Lea Castle Hospital	M	600 <sup>(34)</sup>	48.4	Y
WFR/WC/32	Lea Castle East	M	300 / 7Ha	19.9	Y
WFR/WC/33	Lea Castle West	M	400	24.5	Y
WFR/WC/34	Lea Castle North	H	100	11.5	Y

**Reasoned Justification**

**31.1** Lea Castle Village is centred on the former hospital site. All land bounded by the A449 (Wolverhampton Road), Axborough Lane, the A451 (Stourbridge Road) and the B4190 (Park Gate Road) will be taken out of the Green Belt (approximately 119 Ha) to form a sustainable mixed use village. The vision is to create a new sustainable village with enough housing to generate a new village centre with its own local shop, primary school and perhaps a GP surgery in order for the development to provide for the needs of the new community and minimise impact on nearby social infrastructure. Housing will be provided to cater for all sections of the community with a mix of dwelling types, sizes and tenures. It is envisaged that Lea Castle Village will also provide land for employment uses and new and upgraded sports pitches. All of this will be provided in an extensive woodland/landscape setting.

**31.2** The allocation is for the whole site. The central area has outline planning approval (17/0205/OUTL) for up to 600 dwellings, up to 3,350sqm B1, 150sqm A1/A3/D1 uses (local shop/ cafe/ community space), public open space, ecological mitigation, drainage works, infrastructure and ancillary works.( Main access to be from Park Gate Road with secondary access from The Crescent and limited access from Axborough Lane).

**Policy 31.1 Lea Castle Village vision**

The development of Lea Castle Village over the plan period will be achieved through:

34 numbers are subject to detailed masterplanning

1. Delivery of around 1,400 new dwellings. Affordable housing provision is expected to be in line with Policy 8b. However, it is accepted that provision is likely to be lower in the central part of the site owing to significant demolition and infrastructure costs
2. Provision of land for around 7 hectares of employment land (B1)
3. Creation of a village centre to include:
  - a. 2 Ha of land for a 420 place primary school developed in 2 phases of 30 places per year group in each phase
  - b. Retail provision appropriate to local needs; and
  - c. A flexible community facility able to accommodate a meeting room, cafe and potentially a GP surgery together with some C2 provision
4. Retain and upgrade 3 existing grass playing pitches and changing facilities together with provision of land for an artificial grass pitch (3G)
5. Retention of existing woodland and hedgerows (other than where access is required) with additional native planting to provide substantial buffering around new development
6. Incorporation of additional green infrastructure including the creation of an area of acid grassland adjacent to Axborough Wood
7. Provision of allotments or community orchard
8. Provision of pedestrian and cycle links both within and off the site (where deliverable) to connect to facilities in Kidderminster

### **Site specific Principles of Development**

**31.3** In addition to the requirements set out in Policy 31.1, the following points should also be adhered to.

#### **Policy 31.2 Lea Castle Village Principles of Development**

1. The site must be developed on a comprehensive basis. Design Principles will be agreed as part of the outline planning application and all developers will be expected to adhere to these agreed principles. The outline application should set out an overall vision and concept. It should include information on phasing and implementation to ensure effective integration with infrastructure provision
2. The development will aim to achieve Building for Life 12 and Building with Nature accreditation
3. The development would be expected to make a financial contribution towards the cost of highway improvements at the junction on the A449

4. New access points into the site will be provided from the A449 and A451
5. Opportunities for community-led housing schemes will be considered and local community-led groups will be encouraged to work with selected developers in order to meet housing needs
6. Self-build plots should be provided on an appropriate part of the site
7. The provision of some custom-build dwellings should be explored where viable to do so
8. Development off Axborough Lane will consist of areas of lower density housing. There will be no road access from Axborough Lane to the wider site, only pedestrian and cycle links
9. Axborough Wood (ancient woodland) must be appropriately buffered from any new development
10. No development will be allowed in the north-east corner of the site at the junction between the A451 and Axborough Lane as a mains gas pipeline crosses the site at this location. Development should be kept below the ridgeline on the A451 in order to preserve the existing linear treeline
11. Landscaping will be required around all development outside the former hospital site in order to soften the impact on the landscape and wider views
12. The existing coniferous plantation should be thinned and gradually replaced with broadleaved trees and ground flora
13. On-site physical activity should be encouraged with a network of circular routes created around the site. It should provide pedestrian and cycle links within the site and from the site to give convenient safe routes to local facilities and into the surrounding area. This should include circular woodland trails / nature trails/ trim trails within the site to encourage active lifestyles within the development and limit additional pressure on the nearby Sites of Special Scientific Interest at Hurcott
14. Recreational activities should not be encouraged within corridors essential to supporting light and disturbance sensitive statutorily protected species (the horseshoe bats and dormice)
15. The provision of natural play facilities should be explored
16. A through route serving the school/community facility and the residential development should be provided to allow for buses to be diverted through the centre of the site to enable quality public transport provision
17. A habitat management plan will be required
18. The development must demonstrate a net overall biodiversity gain
19. Biodiversity measures will be expected to be incorporated into building design eg. green roofs, green walls, bat boxes, nesting boxes
20. All proposals are to take into consideration the Kidderminster North Green Infrastructure Concept Statement
21. Existing mature boundary trees should be retained where possible and enhanced to partially screen and allow filtered views of the development
22. Developers should explore the opportunity to open up a culverted watercourse which takes discharge from the existing development. SuDS must be incorporated into the overall site design to provide visual amenity and biodiversity value. SuDS planting should use mire species, not reeds. All site run-off is to be treated on-site

23. Light pollution should be kept to a minimum to protect wildlife, especially bat colonies. Only minimal lighting is to be used through woodland areas
24. Additional areas of acid grassland should be created. Public open space should be located to discourage footfall in sensitive areas
25. The western boundary with the A449 should be enhanced to provide screening to the west and enhance the wider Lea Castle site GI network. The north-west of the site should consider buffering the setting of Lea Castle Farm and the avoidance of visual coalescence with Cookley

**Policy 32 - Kidderminster Eastern Extension**

The area identified on the Policies Map is allocated as a sustainable, well-designed urban extension is proposed. This should be developed in accordance with the criteria identified and all general policy requirements, including any necessary developer contributions.

**Table 32.0.1**

Site Ref	Site Description	Proposed Use	Indicative no. Dwellings / Employment ha	Gross Site Area (ha)	Removed from Green Belt?
OC/5	Land at Husum Way	H	30	2.1	Y
OC/6	Land east of Offmore	H	300	28.36	Y
OC/12	Comberton Lodge Nursery	H	10	0.8	Y
OC/13N	Stone Hill North	M	1100	57.1	Y

**32.1** The 2 large sites (OC/6 and OC/13N) are under the control of a single national house builder. The two smaller sites at the northern and southern ends will be brought forward independently. All of the land as shown on the Policies Map will be taken out of the Green Belt. This will also include some existing properties at Offmore Farm Court and Barns, Heathy Mill Farm complex and 78 Comberton Road. The new western edge of the Green Belt will run along the eastern extent of the proposed housing development with reference to existing natural features including topography, field boundaries and tree/woodland belts with much of the informal open space for the development remaining in, and/or providing a buffer to, the Green Belt. This development proposal offers the opportunity to provide extensive public access to woodland and green corridors where there is currently very little access. Further details can be found in the Kidderminster East GI Concept Plan.

**Land at Husum Way (OC/5) 2.1Ha**

**32.2** This site is immediately adjacent to the built-up area and is currently in the Green Belt. The site is in arable use. The site fronts the A456 on its northern edge with the main railway line to the south (in a cutting). It is bordered by Husum Way to the west which serves Offmore Farm Estate and connects through to Comberton Estate and to the east the site is bounded by Hodge Hill Farmhouse, barns and cottages. This complex is accessed via a track running alongside the site which also provides the existing access to the field.

**Policy 32.1 Land at Husum Way OC/5**

1. The land shown on the Policies Map will be removed from the Green Belt and allocated for residential development with the new Green Belt boundary running along the access track to Hodge Hill Farm Cottages



2. Access to the site will be taken from Husum Way
3. Part of the site will be required for a revised junction to incorporate a 3-arm roundabout at the end of Husum Way
4. Development should be kept back from the A456 and away from Hodge Hill Farmhouse and Barns behind a substantial landscape buffer in order to soften the transition from rural to suburban character and protect the setting of the 18<sup>th</sup> century Hodge Hill Farm complex
5. Any new development should, in terms of form, scale and massing respect the orientation and setting of the farmstead and historic views from and towards the farmstead
6. A further landscape buffer will be required alongside the edge of the railway to enhance this wildlife corridor
7. Sensitive lighting will be required to protect habitats and their use by protected species, along the road and rail embankments
8. Existing boundary hedgerows and trees should be retained and enhanced with additional native planting other than where access is required
9. Building heights should reflect neighbouring development especially on the eastern part of the site nearest Hodge Hill Farm Barns
10. Densities should be much lower in the eastern part of the site to allow for additional soft landscaping among the dwellings in order to create a more rural feel

### Reasoned Justification

**32.3** This development will become the new edge to Kidderminster when travelling into the town from Blakedown and Hagley along the A456. It is important that this site gives a smooth transition from a rural character of isolated dwellings into a suburban development of the urban area. Landscaping and building design will be very important at this gateway site..

### Comberton Lodge Nursery OC/12 (0.8Ha)

**32.4** This former plant nursery is presently used by a landscaping firm. It has frontage to the A448 Bromsgrove Road. It lies just beyond the built-up area and is currently in the Green Belt. The land is bounded by the Hoo Brook to the north and west and Comberton Lodge and its grounds to the east. Immediately to the east of the site, the Hoo and Barnett Brook is a designated Local Wildlife Site.

#### Policy 32.2 Comberton Lodge Nursery OC/12

1. The land shown on the Policies Map will be removed from the Green Belt and allocated for residential development
2. Access to the development must be from the A448 and not from the larger site to the rear
3. The adjacent Comberton Lodge and Heathy Mill Farm complex are both on the local heritage list and their settings should be protected from development

4. The rear part of the site falls within the floodzone associated with the brook (approximately 0.24Ha) and should be left undeveloped and managed as a green corridor
5. Mature trees along the watercourse and the road frontage form part of a wooded east-west corridor across the wider landscape and should be retained
6. An ecologically functional buffer zone should be retained around the woodland and brook. This reduces the developable area by approximately 50% which should be kept to the central part of the site
7. Bat and otter surveys will be required to inform the site design, layout and lighting
8. The Hoobrook corridor must be protected from lighting, surface water run-off and other pollutants likely to arise from any development

### Reasoned Justification

**32.5** This small former plant nursery consists of a number of rundown polytunnels and a large area of hardstanding. A carefully designed low density development set back from the road behind substantial landscaping would help to improve the setting of the neighbouring Locally Listed buildings at Heathy Mill and Combeton Lodge.

### Land East of Offmore (OC/6) and Land at Stone Hill North (OC/13N)

The land shown on the Policies Map will be allocated for a mixed use development. The site is currently predominantly arable land divided by hedgerows. There is one public right of way which crosses the southern part of the site from near the Spennells Valley Road/Comberton Road roundabout and connects through to Harvington village. The Hoobrook Local Wildlife Site runs through the southern part of the site. The overall vision is to create an attractive mixed tenure residential development offering a choice of high quality new homes to meet local needs set within an extensive area of green space which is readily accessible to everyone in the area. The aim is to create a place where people want to live and local residents can easily access nature

#### Policy 32.3 Land East of Offmore (OC/6) and Land at Stone Hill North (OC/13N) Overall Vision

The development of the Kidderminster Eastern Extension over the Local Plan period will be achieved through:

1. The delivery of around 1,400 new dwellings
2. The creation of a community hub to include:
  - a. 2 hectares of land for a 420 place primary school developed in 2 phases of 30 places per year group

- b. Retail provision appropriate to local needs
  - c. A community facility able to accommodate a meeting room, cafe and potentially a GP surgery
3. The main site access will be from the existing roundabout on the A448 by Spennells Valley Road. A secondary access will be taken off Husum Way to the south of the railway bridge. The spine road will be a single carriageway with a 20 mph speed limit with cycle and pedestrian provision alongside
  4. Pedestrian and cycle links will be provided from the site to connect with existing development on Comberton Estate (through Borrington Park) and on Offmore Estate (via Offmore Farm Close) and on through to the rail station and town centre
  5. A linear nature reserve will be created along the western edge of the site offering new ecological wetland habitats and providing a buffer zone between the existing and proposed developments
  6. An area of allotments or community orchard will be provided on the northern part of the site in the vicinity of Offmore Farm barns
  7. Play facilities should include opportunities for natural play in woodland areas
  8. Existing hedgerows and natural features should be retained and enhanced as part of a comprehensive GI strategy developed in line with the Kidderminster East GI Concept Statement
  9. The Hoobrook and its tributaries will require an ecological buffer to protect existing wildlife

### Site Specific Principles of Development for Land east of Offmore and at Stone Hill North

#### Policy 32.4 Site specific Principles of Development

- a. A masterplan should be drawn up as part of any outline planning application which should include information on phasing and implementation to ensure effective integration with provision of the school.
- b. Over 50% of the site area is proposed as green space with a linked network of paths/cycleways throughout the site. A number of circular routes should be provided on the site to encourage people away from more sensitive sites nearby. Areas of new woodland planting should be at least 30 metres wide where possible.
- c. The site will be split into distinct character areas based around 'village greens'.
- d. The provision of some custom-build dwellings should be explored where viable to do so.

- e. Proposals for new housing development should ensure that garden boundaries are permeable to native wildlife in accordance with Policy 11D.
- f. All proposals are to demonstrate how they have been guided by the Kidderminster East Green Infrastructure Concept Plan.
- g. Eastern edge of development will be planted up to help give a firm edge to the development. This will help to provide an additional quieter north south wildlife corridor
- h. Existing grassland alongside the Hoobrook Local Wildlife Site will be buffered from development
- i. The development will aim to achieve Building For Life 12 and Building with Nature accreditation
- j. Provision must be made for a community facility that contains space that can be used for a number of uses on a flexible basis.
- k. Opportunities should be sought to improve ecological and pedestrian links between the western wooded stream corridor on the edge of the site, the Hoobrook LWS and the Spennells Valley nature reserve to the south of the A448.
- l. The main site access road will need to be carefully designed to minimise ecological impact, in particular where it crosses the watercourse to the rear of Prior Close.
- m. The existing GI framework offers opportunities for integration of the masterplan into the existing landscape context, avoiding and minimising landscape and visual impacts of built development. Key features are the north-south woodland corridor that forms the western site boundary and the historic north-south hedgerow that forms the eastern boundary that should be enhanced and buffered to soften the transition from suburban to rural landscape.
- n. Where practical, historic water bodies and features relating to Lord Foley's irrigation system should be retained as boundary features or as part of open space. The potential to sensitively integrate these into the site's SuDS should be reviewed. Opportunities to promote the historic and landscape significance of this 17<sup>th</sup> century example of agricultural design and innovation as part of open space management should also be considered.
- o. The Hoo Brook should be buffered from the adverse impacts of development. There should be no development between the Hoo Brook and the A448 so as to maintain the visual rural character of the western approach into Kidderminster.
- p. Site has potential for below ground archaeology and should be assessed as part of a programme of works that will potentially include geophysical survey, trial trenching, environmental sampling and mitigation through more detailed investigations. The timing of and need for these works to be agreed with the archaeological advisor to the LPA. Appropriate archaeological assessment to accompany or be incorporated into a Heritage Statement submitted with the planning application to identify the significance of on site

assets that may be affected and to assess the impact of development on them and their settings. An assessment of impact on the setting of designated heritage assets is also required.

q. Further detailed hydraulic modelling will be required to confirm actual floodplain extents. The brook along the western boundary currently discharges into a culvert under the A448. Improvements to the watercourse should be sought as part of any road proposals to improve species migration between the nature reserve and the wet woodland corridor.

r. As the site sits on an aquifer, any treatment of road run-off must use sealed systems to discharge to on-site treatment before infiltration or discharge off-site.

s. Multifunctional SuDS should use wetland systems and surface water attenuation basins. These can be incorporated into the green infrastructure. Detailed designs should be prepared to show how they will provide visual amenity and biodiversity value and incorporated into an Ecological Constraints and Opportunities Plan.

t. A long-term habitat management and monitoring plan should be agreed as part of any planning application.

u. The development should be provided with ultra-fast broadband infrastructure and state-of-the-art mobile coverage (up to 5G) with enough capacity for all occupiers as required by the Telecommunications policy.

**Policy 33 Stourport-on-Severn Site Allocations**

Within and around Stourport-on-Severn, the following sites, as shown on the Policies Map are allocated. They should be developed in accordance with the criteria identified in respect of each site and all general policy requirements, including any necessary developer contributions.

**Table 33.0.1 Allocated Sites in Stourport-on-Severn**

Site Ref	Site description	Use	Indicative no. dwellings / employment land (Ha)	Gross Site Area (Ha)	Removed from Green Belt?
AKR/2	Cheapside	M	72	2.2	N
AKR/7	Swan Hotel / Working Men's Club	M	20	1.52	N
AKR/10	Queens Road Shops, Areley Kings	M	22	0.37	N
AKR/14	Pearl Lane, Areley Kings	H	250	15.09	N
AKR/18	Yew Tree Walk	H	85	3.73	Y
AKR/20	Carpets of Worth	M	110	3.3	N
LI/11	Land west of former school site Coniston Crescent	H	200	9.52	Y
MI/1	County Buildings	H	40	0.69	N
MI/5	Baldwin Road	H	19 (54 have permission)	2.06	N
MI/6	Steatite Way	H	106	3.29	N
MI/7	Worcester Road car sales (southern part)	H	15	0.29	N
MI/10	Four Acres Caravan Park	CP			N
MI/11	3 Sandy Lane Titton	H	13	0.32	N
MI/24	Adj. Rock Tavern Wilden Lane	H	2	0.06	N
MI/38	School site Coniston Crescent	H	115	3.64	Y
MI/36	Firs Yard Wilden Lane	GT	4 pitches	0.41	Y
MI/3	Parsons Chain Site Hartlebury Road	M	C2, housing and Employment	2.88	N

Site Ref	Site description	Use	Indicative no. dwellings / employment land (Ha)	Gross Site Area (Ha)	Removed from Green Belt?
MI/18	Land north of Wilden Industrial Estate	E		0.22	Y
MI/33	Wilden Industrial Estate	E		0.34	N

## Reasoned Justification

**33.1** Stourport-on-Severn is classified as a large market town. It is expected to take on a supportive role to Kidderminster in the provision of larger scale housing. In recent years there has been limited housing development in the town. Many of the sites are existing brownfield allocations in the Site Allocations and Policies Local Plan. A Greenfield site in Areley Kings is also allocated together with 3 sites that are taken out of the Green Belt. Land at Baldwin Road (MI/5) already has approvals in place for 54 dwellings with another 19 yet to be determined.

## Cheapside AKR/2 (2.2Ha)

**33.2** This former manufacturing site is located at the confluence of the Rivers Stour and Severn. It contains a former vinegar works factory, the site of gas works and a former canal basin. Much of the site is in the flood zone. It is located within the Stourport-on-Severn No.1 Conservation Area.

### Policy 33.2 Cheapside AKR/2

Proposals should:

1. Provide for a mix of uses to incorporate both residential and an element of business and/or commercial uses
2. Retain and enhance the listed buildings and Local Heritage List assets within the site boundaries
3. Incorporate and enhance the natural assets of the site, including the environment of the rivers that surround the site
4. Have full regard to flood risk
5. Have full regard to the Stourport-on-Severn No.1 Conservation Area and the associated character appraisal. Proposals should preserve or enhance its character
6. Incorporate appropriate remediation and drainage to deal with any contamination
7. Aim to retain the most significant surviving elements of the Vinegar Works, the Gas Works and the former canal basin (eg: retaining walls) in order to preserve some industrial characteristics of the Conservation Area and incorporate these into new development

8. Include a full assessment of the existing non-designated heritage assets on the site. Building recording to Historic England Level 4 is required to mitigate for any demolition
9. Undertake a desk based assessment to assess the potential for below ground archaeology
10. Reflect the historic street pattern of Cheapside, the sloping path to the River Severn towpath and the location of the former basin in any redeveloped areas
11. Take into consideration the Kidderminster and Stourport Urban and Waterfront Strategic Development Corridor Green Infrastructure Concept Statement
12. Investigate the potential for excavation of the site of the former Cheapside Basin to create a landscape feature associated with Green Infrastructure through the site from the Rivers Severn and Stour

### Reasoned Justification

**33.3** Cheapside is the site of the oldest vinegar brewery in the county (built 1798). Remaining buildings on the site appear to date from the early-mid-19<sup>th</sup> century. The complex forms an important part in the industrial history of Stourport, and the buildings form important facades to the river frontage. This is the only part of the Conservation Area with any industrial-related uses remaining. Proposals which retain the site of the basin undeveloped, retain the Ginnell and repair the former Upper Severn Bridge will be encouraged. The repair and re-use of 1&2 Cheapside (Grade II listed derelict dwellings) will help to mitigate against the impact of redevelopment in the adjacent area. Careful removal of the less significant elements of the Vinegar Works may enhance the remaining elements and encourage their re-use for alternative purposes.

### Swan Hotel / Working Men's Club AKR/7 (1.52Ha)

**33.4** This site fronting Lickhill Road comprises the refurbished Swan Hotel and car park, social clubs and their associated bowling greens plus Lickhill Garage. Much of the land to the rear of the High Street is underused and this provides the opportunity for some infill development in a central location.

#### Policy 33.3 Swan Hotel / Working Men's Club AKR/7

Proposals for this site should provide for a mix of uses including residential, commercial and leisure. Development should:

1. Enhance and complement the adjacent Conservation Area
2. Remove the modern rear extensions to the Swan Hotel
3. Redevelop the Lickhill Road frontage whilst still allowing rear access for servicing for shops on High Street
4. Reflect the grain and scale of development which has historically taken place to the rear of the High Street with building heights lower than the buildings within the surrounding Conservation Area



5. Retain the existing social clubs and their associated leisure facilities and parking

### Reasoned Justification

**33.5** Proposals for residential development to the rear of the Swan Hotel would improve the streetscene and provide easy access to facilities with its central town centre location. New development here would enhance the Conservation Area. Removal of the poor quality extensions to the rear of the Swan Hotel will better reveal its original form and construction, and enhance its setting.

### Queens Road Shops AKR/10 (0.37Ha)

**33.6** This site consists of a parade of shops with residential flats above together with a large number of lock-up garages to the rear. It is owned by Wyre Forest Community Housing.

#### Policy 33.4 Queens Road Shops AKR/10

This site is allocated for residential development. Proposals should:

1. Provide a mix of dwelling types and sizes to suit the local need
2. Provide replacement top-up shopping facilities
3. Enhance the local area
4. Provide additional landscaping to link the development into the wider green infrastructure provision

### Reasoned Justification

**33.7** The potential to relocate a retail unit and community meeting facility to the nearby site of the former Walshes Community Centre is being investigated. Additional dwellings could also be located at this site.

### Pearl Lane AKR/14 (15.09Ha)

**33.8** This Greenfield site lies on the western boundary of Wyre Forest District with Malvern Hills District. It comprises two fields separated by a hedgerow. It has a northern boundary with Dunley Road (A451), an eastern boundary with Pearl Lane and a southern field boundary adjacent to New Farm Barns. The western boundary is an established hedgerow with oak trees.

**Policy 33.5 Pearl Lane AKR/14**

This site is allocated for residential development.

1. Access to be taken from Pearl Lane
2. Additional boundary tree planting will be required along northern, western and southern boundaries in particular to reduce the impact on the rural landscape and screen the development from the A451 and Redhouse Lane
3. Development should be sympathetic to the setting of the historic buildings in Dunley, especially Dunley Hall
4. There is an opportunity to design an area of open space in the northern part of the site to buffer the setting of Dunley and potentially conserve significant archaeology in situ
5. A full impact assessment on any below ground archaeological assets should be included as part of a Heritage Statement at the planning application stage
6. A 10m buffer will be required alongside the Blackstone to Astley Aqueduct which runs north to south through the site
7. The potential to open up the spring fed culverted watercourse which runs west to east to provide biodiversity benefit should be investigated. A public footpath also runs alongside the watercourse and this should be further buffered from development to maintain the views out into the wider rural landscape
8. No additional discharge must be made from the development as there are issues of surface water flooding on the estate opposite. This should be dealt with on site by SuDS and integrated into the wider green infrastructure provision
9. New development should front onto Pearl Lane to help merge the new development with the existing urban edge

**Reasoned Justification**

**33.9** This site gives the opportunity to deliver a high quality residential development with significant areas of landscaping. As part of the development, there is also the opportunity to ameliorate flooding issues on the adjoining development. The development capacity may be limited to 250 dwellings by the ability of local schools to absorb the additional pupil numbers. Evidence of a Roman villa has been discovered on the northern part of the site. This may have an impact on the developable area.

**Land at Yew Tree Walk AKR/18 (3.73Ha)**

**33.10** This area of land to the rear of the Stagborough Way estate was used to tip waste from the former power station. It is on a raised plateau with steeply wooded slopes to the River Severn floodplain below. The Moorhall Nature Reserve is located immediately to the south east. It is currently in the Green Belt.

**Policy 33.6 Yew Tree Walk AKR/18**

This site is to be removed from the Green Belt and allocated for residential development.

1. Access to be taken from Yew Tree Walk
2. Landfill site will require capping and dwellings will need to be piled
3. Site run-off cannot be via infiltration due to previous land use. A wetland feature could be created on land to the south adjacent to existing woodland. This habitat creation could help to compensate for losses due to development
4. A full bat assessment and reptile survey will be required to inform the developable area and site layout
5. Wide buffers to the woodland edges will be required to discourage public access and to maintain dark, undisturbed corridors for wildlife
6. A substantial buffer is required along the southern edge of the development to protect flora and fauna from light spillage. Area furthest from woodland edge would be suitable for public open space
7. Areas of hussocky grassland should be retained on the site to support species such as badgers, hedgehogs, bats and reptiles as this is their natural hunting ground
8. Rear gardens should be made permeable to wildlife, especially hedgehogs, to maintain the site's function as a green corridor
9. A funded woodland management plan should be approved as part of any application
10. Proposals should take into consideration the Kidderminster and Stourport Urban and Waterfront Strategic Development Corridor Green Infrastructure Concept Statement
11. A network of pedestrian routes should be integrated throughout the development to encourage active travel

**Reasoned Justification**

**33.11** This site was previously subject to sand and gravel extraction in the 1950s before it was infilled with ash waste material from the power station. Although currently in the Green Belt, the site plays a limited role in fulfilling the Green Belt purposes. The site must be designed to integrate well with the neighbouring development and take care with massing and building heights so as not to dominate views across the valley.

**Former Carpets of Worth AKR/20 (3.3Ha)**

**33.12** This site is the remaining parcel of the much larger former Bond Worth carpet factory site. The northern part has been redeveloped for a superstore and petrol station. A new link road over the River Stour and through to the Worcester Road has also been provided as part of this development. The site is mostly cleared but there are three buildings remaining.

**Policy 33.7 Former Carpets of Worth AKR/20**

1. Proposals should provide for a mix of uses including residential, with the potential for community facilities and a riverside footpath and green corridor
2. Development should be sympathetic to the Stourport No.1 Conservation Area and the riverside setting
3. Consideration should be given to retaining and repairing the Gatehouse and / or The White House as these are the sole link to the site's former use as a carpet factory
4. Any development on the site must reflect and complement the existing character and quality of the historic buildings to the west, and specifically the former route leading east from Lichfield Street towards the River Stour should be retained
5. Site layout should provide a clear and logical block structure that connects with Lichfield Street and provide private backs and public fronts to all streets and spaces
6. The site offers a major opportunity to buffer and enhance the major Green Infrastructure corridor associated with the River Stour and there are also opportunities for urban Green Infrastructure connectivity with Severn Road
7. Ecological surveys will be required prior to submission of any planning application
8. Potential for habitat creation along the river bank should be investigated. There are opportunities for creating nesting opportunities for owls and bats
9. Proposals should safeguard and enhance the natural assets provided by the River Stour whilst taking into account and mitigating against any flood risk. Control of drainage and pollution/SuDS should be a priority
10. Proposals should ensure they incorporate appropriate remediation, building and drainage design in order to deal with any land contamination
11. Proposals should take into consideration the Kidderminster and Stourport Urban and Waterfront Strategic Development Corridor Green Infrastructure Concept Statement

**Reasoned Justification**

**33.13** This site previously had planning approval for 159 dwellings in a scheme that included the refurbishment of the remaining buildings. This permission lapsed in 2016. The site owners marketed the site for residential redevelopment over the summer of 2018. The riverside office building is now so dilapidated that it can no longer be refurbished. Any scheme on this site must be of the highest quality as this is a gateway site into Stourport from the new river crossing immediately to the south of the site. The riverside should be an integral part of any proposals. Retaining open space and opening up public access to the riverside would bring benefits in terms of both flood flow routes and adding interest and improving access to the river.

**Land west of former school site Coniston Crescent LI/11 (9.52Ha)**

**33.14** This land was formerly part of the Burlish Golf Course which has ceased operations and is now returned to the District Council's ownership. It is currently in the Green Belt and allocated as part of the Minster Road Outdoor Sports Area.

**Policy 33.8 Land west of former school site Coniston Crescent LI/11**

This site is removed from the Green Belt and allocated for residential development.

1. Vehicular access to be taken from the Kingsway adjacent to allotments
2. Potential to provide parking for allotment users to be investigated as part of any proposal
3. Opportunities for pedestrian links from the site to existing residential developments to be explored
4. Substantial landscaping buffer to be provided along northern edge to form new Green Belt boundary
5. Open space and green infrastructure should be integrated into the development in line with the Green Infrastructure Policy
6. Layout of development should take into account the development site to the east and impacts on surrounding land uses
7. Potential to recreate an area of acid grassland on site should be investigated

**Reasoned Justification**

**33.15** This site would allow the ‘rounding-off’ of the settlement edge of Stourport. Significant landscaping will be required to limit the impact on the open landscape to the north. Acid grassland habitat has recently been successfully created on the neighbouring Stourport Sports Club site and this land would also be suitable for a similar scheme. Development should be designed in conjunction with the neighbouring site MI/38.

**County Buildings MI/1 (0.69Ha)**

**33.16** This triangular shaped site on the northern edge of the town centre has frontages to Worcester Street to the north, Foundry Street to the east and Bewdley Road to the west. Lombard Street leads up to the southern corner of the site. It was home to a number of community uses, many of which have now vacated the site and relocated elsewhere in the town. The library, coroners court and police station now all occupy space in the Civic Centre. The Fire Station will be vacating the site once the recently approved Wyre Forest Emergency Services Hub is developed on Stourport Road Kidderminster. Stourport Health Centre is still to relocate to a replacement building within the town. It would be possible to redevelop the site in phases with the health centre in situ if required.

**Policy 33.9 County Buildings MI/1**

This site is allocated for residential development with the potential for community uses to remain on site.

1. Development should reference historic townscape character alongside the canal and its transition to the early 20<sup>th</sup> Century residential development beyond the site

2. A street frontage to Foundry Street should be reintroduced and its scale, form and massing should respect the scale and orientation of the Listed Buildings lining Foundry Street
3. Development on the site should be sympathetic to the adjacent Staffordshire and Worcestershire Canal Conservation Area
4. Site design to address differences in levels between Worcester Street (higher level) and Lombard Street.
5. An opportunity should be taken to enhance existing Green Infrastructure permeability through the site and connect with the River Stour and Staffordshire and Worcestershire Canal Local Wildlife Sites' GI corridors
6. Building recording is required prior to demolition

### Reasoned Justification

**33.17** This triangular site would be ideal for a redevelopment for residential uses as it is now surrounded by housing on two sides and is located in the town centre.

### Baldwin Road MI/5 (1.79Ha)

**33.18** This site has had a number of planning approvals for residential development and is made up of several land parcels. A masterplan has been provided showing how the various planning approvals / applications link together to form a comprehensive redevelopment plan. The site contains a number of commercial uses, many of which have now ceased operations. The site is bounded by the Staffordshire and Worcestershire Canal and towpath to the north-west and Baldwin Road forms the eastern boundary. Rear gardens of dwellings in the Gilgal Conservation Area abut the western boundary.

#### Policy 33.10 Baldwin Road MI/5

This site is allocated for residential development.

1. Development should avoid demolition of the historic cottages at 6 & 7 Baldwin Road and instead incorporate these into the scheme, including their curtilage and access
2. Proposals should retain and enhance the area of open space and integrate the scrub and woodland into the overall residential development
3. Green Infrastructure connections should be provided throughout the site to connect into the wider network
4. Links from site onto the adjacent canal towpath for walking and cycling trips into Stourport town centre and further afield should be provided
5. Proposals should take into consideration the Kidderminster and Stourport Urban and Waterfront Strategic Development Corridor Green Infrastructure Concept Statement
6. A holistic drainage strategy is required for the entire site
7. Proposals should ensure that buildings front onto Baldwin Road where possible

8. Proposals should ensure that development does not have an adverse impact on either the Gilgal Conservation Area or the Staffordshire and Worcestershire Canal Conservation Area
9. Proposals should incorporate appropriate remediation, building and drainage design to deal with any potential contamination issues.

### **Reasoned Justification**

It is important that this site is dealt with holistically and does not come forward for development in a piecemeal fashion. Planning approval is in place for the majority of the site with a total of 54 dwellings approved under several different applications.

### **Steatite Way MI/6 (3.29Ha)**

**33.19** The former Midland Industrial Plastics site is accessed from Bewdley Road at the entrance to Steatite Way housing estate. The adjacent site has recently been developed for housing. An application has been submitted for 106 dwellings on the site. In 2018 the site was sold to a national house builder. The rear of the site is adjacent to the Morgan Ceramics factory.

#### **Policy 33.11 Steatite Way MI/6**

The site as shown on the Policies Map is allocated for residential development.

1. Proposals should ensure that prior to development, appropriate noise mitigation measures are agreed to ensure compatibility of uses at this location.
2. Proposals should ensure they incorporate appropriate remediation, building and drainage design to deal with any contamination.
3. A functional Green Infrastructure corridor should be developed to link the existing GI assets on Lower Lickhill Road with those on Bewdley Road.

### **Reasoned Justification**

**33.20** This site is cleared and has been allocated for residential development in the previous plan. Once noise mitigation measures are agreed, the site will be brought forward for development.

### **Worcester Road Car Sales (southern part) MI/7 (0.29Ha)**

**33.21** This site is located on the main Worcester Road. To the north of the site is a car sales business. To the west and south there are residential uses. A large electricity sub-station occupies the land opposite. A new development here would improve the streetscene.

**Policy 33.12 Worcester Road Car Sales (southern part) MI/7**

This site is allocated for residential development. Proposals should:

1. Retain and enhance existing screening along the southern boundary.
2. Ensure that development fronts onto Worcester Road.
3. Incorporate appropriate remediation, building and drainage design in order to deal with any land contamination

**Reasoned Justification**

**33.22** This site contains a number of run-down buildings including the former canteen building from the Stourport Power Station. They are in a poor state of repair and previous proposals for redevelopment for employment uses were found to be unviable.

**Four Acres Caravan Park MI/10**

**33.23** Land at Worcester Road as shown on the Policies Map is allocated as a caravan site. Previous Local Plans allocated the land as an Area of Development Restraint. It is occupied by two caravan sites - Four Acres and Greenlawns. It is adjacent to Hartlebury Common SSSI.

**Policy 33.13 Four Acres Caravan Park MI/10**

1. The land as shown on the Policies Map is allocated as a caravan park
2. If, in the future the use of the land as a caravan park ceases, the site will be released for residential redevelopment.

**Reasoned Justification**

**33.24** There are over 100 caravans on the sites - most of them are used as permanent residences which are licensed for 11.5 month occupancy. If the site is developed for housing in the future, there would be a greatly reduced number of dwellings compared to the current number of mobile homes as ecological constraints would limit development in the areas nearest to Hartlebury Common.

**Land at 3 Sandy Lane Titton MI/11 (0.32Ha)**

**33.25** This site is located on the edge of Sandy Lane Industrial Estate and is very near to Hartlebury Common and Hilleditch Coppice SSSI. Until about 8 years ago the site was used as a scrap yard. The house on the site is still occupied and was part of the original Sands Farm. Some of the original outbuildings still remain. It was previously allocated for employment as part of the Sandy Lane Industrial Estate. A public footpath runs along the eastern site boundary.



**Policy 33.14 Land at 3 Sandy Lane Titton MI/11**

The site is allocated for residential development. :

1. Development should be sensitively designed so as to have no negative impacts on SSSI. Thick hedges should be retained around site with non-native species replaced with tall and dense native ones so as to minimise light spillage
2. If possible, the roadside barn should be considered for retention as a bat roost. Full bat activity surveys will be required to establish how bats use the wider site. These can then be used to inform site layout, density and lighting

**Reasoned Justification**

**33.26** This site is adjacent to residential development and a well-designed low density scheme would be suitable at this location. There is already a dwelling on the site.

**Land adjacent Rock Tavern Wilden Lane MI/24 (0.06Ha)**

**33.27** This plot is suitable for a small infill development of 2 dwellings. It is in the village of Wilden and is washed over by the Green Belt.

**Policy 33.15 Land adjacent Rock Tavern Wilden Lane MI/24**

1. Development to be designed to be sympathetic with adjoining terraced dwellings and nearby former railway viaduct
2. Development to adhere to adjacent building line with off-road parking provided in the adjacent terrace

**Reasoned Justification**

**33.28** This is a sensitive site that will be highly visible from both the road and the footpath on top of the viaduct. The design and layout of any housing here will need to be carefully designed not to impact negatively on the historic character of this part of Wilden Lane.

**School site Coniston Crescent MI/38 (0.88Ha)**

**33.29** This former school site consists of redundant buildings and is surplus to education requirements. It is currently washed over Green Belt. It is proposed to removed the from the Green Belt and allocated for residential development.

**Policy 33.16 School site Coniston Crescent MI/38**

This site is removed from the Green Belt and allocated for residential development.

1. Vehicular access to be taken from the Kingsway adjacent to allotments
2. Existing trees should be enhanced to develop a buffer between the existing dwellings on Coniston Crescent and new development
3. An ecological appraisal should be submitted as part of any future planning application

### Reasoned Justification

**33.30** This site is surplus to educational requirements. It was, until recently, used as a sixth form block by the neighbouring Stourport High School. A new sixth form block has been provided elsewhere on site. The playing fields were part of the provision for Burlish Middle School which closed following the Wyre Forest schools' reorganisation in 2007. The High School exceeds the playing pitch requirement and also has agreement to use the Stourport Sports Club facilities on the adjacent land. A major rebuilding of the High School is required and the sale of this site will help towards the funding.

### Firs View Yard Wilden Lane MI/36 (0.41Ha)

**33.31** This site lies partly within the Wilden Marsh and Meadows SSSI and is adjacent to the River Stour floodplain SSSI. It is currently in use as a gypsy site with inhabited caravans. A vehicle storage and reclamation business is run from the yard. Much of the site is naturally regenerated wet woodland which is dominated by alder, silver birch and willow. This allocation will regularise the use.

#### Policy 33.17 Firs View Yard Wilden Lane MI/36

The land as shown on the Policies Map is allocated as a private gypsy site for 4 pitches.

1. Measures should be put in place to prevent surface water and pollutants washing off the yard into the surrounding highly sensitive habitat
2. Fencing around the yard should be retained and maintained
3. Number of pitches should be restricted and they should be located along the edge of the site nearest to the road
4. External lighting should be restricted to protect light sensitive habitats
5. No trees are to be removed from the site boundary
6. Full ecological survey will be required to inform site layout and recommend biodiversity enhancements. This should include a full bat survey

### Reasoned Justification

**33.32** A carefully controlled change of use could deliver significant improvements to the site and enhance the SSSI. This allocation regularises an existing use.

## Employment Allocations

### Parsons Chain MI/3 (2.88Ha)

**33.33** This site was a former chain making factory. The site was cleared of buildings around 10 years ago. It is dominated by the former railway embankment that forms its eastern boundary. This was previously safeguarded as a route for the Stourport Relief Road. It abuts the Hartlebury Common SSSI at its southern tip. Natural woodland has generated along the length of the former railway line. It is currently used as a storage compound for the Birmingham Pipeline Resilience Project.

#### Policy 33.18 Parsons Chain MI/3

This site is allocated for a mix of uses including C2 (care home), employment plus some residential

1. Land will be required to provide a new link from Hartlebury Road through to Worcester Road to relieve the bottleneck at the adjacent traffic island
2. The Grade II listed house to the NW of the site should be buffered from any development by additional landscaping. Building heights should respect the setting of this Listed Building
3. The railway embankment should be retained as an important green corridor and recreational route

### Reasoned Justification

**33.34** Further ecological appraisal of this site is set out in the Evidence Base. The railway embankment has been safeguarded as the route of the Stourport Relief Road for many years. This scheme is no longer in Worcestershire County Council's transport plan. The silver birch woodland along the top of the embankment is important as both a wildlife corridor and a recreational route and helps to deflect footfall from the more sensitive adjacent SSSI at Hartlebury Common. The site is required for an additional link road to relieve severe traffic congestion around the neighbouring junction. This will limit the amount of available land for development. Approximately 1Ha could be developed for employment uses (B1, B2 & B8).

### North of Wilden Lane Industrial Estate MI/18 (0.22Ha)

**33.35** This site has a certificate of lawfulness for open storage not associated with agriculture and is currently within the Green Belt. The site will be removed from the Green belt and formally allocated it as part of the Wilden Industrial Estate employment area.

**Policy 33.19 North of Wilden Lane Industrial Estate MI/18**

The land is removed from the Green Belt and allocated for employment uses (B1, B2 and B8).

1. Access to be taken from existing access serving Wilden Pool
2. Additional tree screening should be provided around the site
3. Any future buildings on the site should be limited in height to prevent visual intrusion of views across the Stour Valley
4. Run-off, noise and light should be carefully controlled to protect the adjacent River Stour Flood Plain SSSI
5. Trees on site must be protected as they form part of the River Stour ecological corridor
6. A detailed ecological survey will be required prior to any further development on site

**Reasoned Justification**

**33.36** This site has had a certificate of lawfulness for open storage since 2005 and is part of the wider Wilden Industrial Estate employment area. This allocation regularises the situation.

**Wilden Lane Industrial Estate MI/33 (0.34Ha)**

**33.37** There is a large vacant plot adjacent to the main entrance to the industrial estate which is safeguarded as a potential expansion plot for the neighbouring firm. This site is located opposite a row of cottages included on the Local Heritage List and sits within the plain of the River Stour.

**Policy 33.20 Wilden Lane Industrial Estate MI/33**

1. There will be a need for careful consideration of the layout, design, scale and materials used within any development to ensure that the development contributes positively to this location
2. Development should be well-screened from the residential dwellings opposite on Wilden Lane

**Reasoned Justification**

**33.38** This site is the last remaining unused parcel on the industrial estate. As the gateway site, the design should be carefully considered.

## Other Allocations

### Minster Road Outdoor Sports Area

**33.39** The Council will continue to safeguard an area shown on the Policies Map north-west of Minster Road, Stourport-on-Severn for outdoor sports use.

#### **Policy 33.20 Minster Road Outdoor Sports Area**

1. Proposals for the development of outdoor sports facilities will be encouraged within this area subject to compatibility with Green Belt and landscape policies.

## Policy 34 - Bewdley Site Allocations

Within and around Bewdley, the following sites, as shown on the Policies Map, are allocated. They should be developed in accordance with the criteria identified in respect of each site and all general policy requirements, including any necessary developer obligations.

**Table 34.0.1 Allocated Sites in Bewdley**

Site Ref	Site description	Use	Indicative no. dwellings / employment land (Ha)	Gross Site Area (Ha)	Removed from Green Belt ?
BR/BE/1	Bewdley Fire Station	H	15	0.2	N
WA/BE/1	Stourport Road Triangle	H	100	3.67	Y
WA/BE/3	Catchem's End	H	75	5.61	Y
WA/BE/5	Land south of Habberley Road	H	35	1.71	Y

## Reasoned Justification

**34.1** Bewdley is classified as a market town where residential development to meet local needs is permitted. Potential for development on brownfield sites is very constrained by the historic street pattern of the town and west of the River Severn by the topography and the Air Quality Management Area at Welch Gate in the town centre. For these reasons, the proposed allocations are mostly east of the River on greenfield sites immediately adjacent to existing residential areas. These sites are also currently within the Green Belt but they are not considered to be key contributors to the 5 purposes of Green Belt. There is also one smaller allocation west of the river in the Load Street car park on the site of the fire station and part of the former medical centre. All sites are considered to be in sustainable locations with easy access to services and facilities.

**34.2** All developments will be designed to take into account existing constraints such as nearby watercourses, any known potential for flooding, drainage issues, presence of mature hedgerows and trees. The Riddings Brook forms the NW boundary to the Stourport Road triangle site (WA/BE/1) and this will be incorporated in an area of open space for the development.

**34.3** Land at Catchem's End (WA/BE/3) is also allocated for development. On this site, the existing parkland setting with its mature trees along the Kidderminster Road frontage will be retained along with large amounts of open space. This development can also potentially provide a pedestrian/cycle link through to the field adjacent to All Saints Church which will be retained as public open space.

**34.4** The small site lying south of Habberley Road will need to be carefully designed to take into account the need for a channel to take surface water run-off through the site in times of heavy rainfall. This will be incorporated into a larger area of open space with development mostly on the western part of the site.

### **Bewdley Fire Station BR/BE/1 (0.2Ha)**

**34.5** The site of Bewdley Fire Station and the vacant plot to the rear is allocated for the development of residential apartments. This site is located in the centre of the Conservation Area and is surrounded by Listed Buildings and town centre car parking. Part of the land was formerly occupied by the medical centre which has relocated to a new building on part of the Dog Lane car park.

#### **Policy 34.1 - Bewdley Fire Station BR/BE/1**

This site is allocated for residential development.

1. Proposals for this site should address and mitigate against flood risk. Part of this site is located in flood zone 3 (defended by demountable barriers) and flood zone 2 (undefended). There should be no habitable rooms at ground floor level.
2. Proposals should be sympathetic to its location within Bewdley Conservation Area and the many listed buildings nearby. It should respect the scale, morphology and materials of the Conservation Area.
3. Development on the site should utilise the change in levels across the site to reduce the overall height of the built form, so that the impact on designated assets on the opposite side of Dog Lane is reduced to a minimum.
4. The impact of development on views across the town from the north, towards the church tower, and across the town from the Bridge should be analysed and used to determine the form of any new buildings on the site.
5. Any landscaping should be sympathetic with existing soft landscaping and private gardens nearby.

6. A programme of archaeological works will be required and that should include building recording, townscape assessment, and below ground archaeological investigations. Archaeological assessment should accompany or be incorporated into a Heritage Statement submitted with the planning application to identify the significance of on site assets that may be affected and to assess the impact of development on them and their settings.

## Reasoned Justification

**34.6** Redevelopment of this vacant site will need to be sympathetically designed to fit in with the surrounding Conservation Area and the many listed buildings. As a town centre plot, it is a very sustainable location to redevelop for residential uses.

## Stourport Road Triangle WA/BE/1 (3.34Ha)

**34.7** The land bounded by Stourport Road (B4195), Bewdley Bypass (A456), the Severn Valley Railway and the access track to Sandbourne House is removed from the Green Belt and allocated for residential development. This triangular shaped field is currently used for animal grazing and was formerly in arable use. The site is proposed to deliver up to 100 homes, an access onto Stourport Road, public open space, landscaping and planting and pedestrian/cycle links to Bewdley town centre.

### Policy 34.2 - Stourport Road Triangle WA/BE/1

The parcel of land is removed from the Green Belt and allocated for residential development.

1. Northern part of site adjacent Severn Valley Railway viaduct should remain as open space with no built development. This is the site of the former walled garden (non-designated heritage asset). The wall to the former walled garden of Sandbourne House is to remain intact with the existing gate in the wall used to provide pedestrian access into the site
2. Development should respect the setting of the locally listed viaduct (northern boundary) and coach house and barn (west of site)
3. Development should be designed to minimise adverse impact on both the SVR and Bewdley Conservation Area. Building heights should be restricted to 2 storeys to minimise impact on views from/to Winterdyne House (Grade II\*)
4. Enhanced green infrastructure should be provided alongside the Riddings Brook with a buffer strip provided alongside
5. SuDS should be provided on-site to deal with additional surface water run-off. These can be used to enhance amenity areas and provide wildlife habitats.
6. A detailed site specific flood risk assessment should be undertaken to confirm the extent and depths of flooding in the future and ensure that finished floor levels will be above any future flooding levels



7. Enhanced landscaping should be provided along the site boundaries to provide noise buffering. Hedgerows should be protected and enhanced, especially along the northern boundary to promote connectivity to nearby woodland
8. Enhanced landscaping should be provided along the site boundaries to provide noise buffering. Hedgerows should be protected and enhanced, especially along the northern boundary to promote connectivity to nearby woodland

### Reasoned Justification

**34.8** This site lies opposite the town's leisure centre and the adjacent schools. It also has easy access by foot to the town centre shops and medical facilities. It has good access to the wider footpath network and surrounding open countryside.

### Catchem's End WA/BE/3 (5.61Ha)

**34.9** These two parcels of land are in the control of a national house builder. Both parcels are taken out of the Green Belt. The eastern parcel is allocated for approximately 75 dwellings with the western parcel kept free of built development and zoned for public open space. The area nearest to the roundabout will be kept free of development to protect the openness of the landscape at this location. The site is bounded by a sandstone wall along the length of Kidderminster Road.

#### Policy 34.3 - Catchem's End WA/BE/3

1. The eastern parcel of land is allocated for residential development
2. Access will be taken from Kidderminster Road. Part of the existing boundary wall should be removed only in order to give the required visibility splay
3. The area nearest the roundabout should be left undeveloped with appropriate landscaping used to soften the visual impact. The parkland character should be retained where possible
4. A play area should be provided as part of the open space provision
5. Site boundaries should be buffered and enhanced to benefit Green Infrastructure connectivity. Mature broadleaved trees along boundary should be retained to help screen the development
6. Building heights should be limited to 2 – 2.5 storeys to limit impact on setting of All Saints Wribbenhall and Churchyard (Grade II)
7. The western site parcel is allocated as open space. The potential to use some of this land for allotments should be explored with the Town Council
8. The opportunity to open up Riddings Brook should be investigated
9. A footpath/cycle link should be provided alongside the Brook to link in with the existing local footpath network
10. The possibility of providing a footpath/cycle link to rear of Lodge Close through the wet woodland should be explored. This would connect the new housing with the open

space on the western parcel. Access into the wet woodland between the 2 sites should be limited to this link path to protect the sensitive habitat

11. Bat and bird boxes should be integrated into buildings with hedgehog access provided under garden fences

### Reasoned Justification

**34.10** This development will maintain the parkland setting at this gateway into Bewdley. It will provide opportunities to link into the wider footpath network. A robust Green Belt boundary is formed by the surrounding road network.

### Land South of Habberley Road WA/BE/5 (1.71Ha)

**34.11** This site consists of paddocks and is bounded by the Habberley Road (B4190) to the north, dwellings on New Road to the west and the A456 to the south. To the east lie the grounds of a hotel. A dwelling and its associated outbuildings are situated in the south western corner of the site. It is currently in the Green Belt. The site is at a lower level than the A456. An electricity substation is immediately adjacent to the SE corner of the site.

#### Policy 34.4 - Land south of Habberley Road WA/BE/5

The land shown on the Policies Map is removed from the Green Belt and allocated for residential development

1. Development should respect the scale, morphology and materials of the adjacent historic suburban character
2. Site access is to be taken from Habberley Road
3. Well established trees and hedgerows should be retained and extended north to connect with the hedgerow along the B4190 and provide screening to the development from the hotel grounds
4. The potential to open up the existing highway drain to form part of the Green Infrastructure provision should be explored

### Reasoned Justification

**34.12** This site will have a substantial area of green infrastructure running along its eastern edge. This will both help to mark the new Green Belt edge and provide an area of green space that could readily absorb any potential surface water flow.

**Policy 35 - Previously Developed Sites in the Green Belt****Table 35.0.1 Previously Developed Sites in the Green Belt**

Site Ref	Site description	Use	Indicative no. dwellings / employment land (Ha)	Gross Site Area (Ha)	Removed from Green Belt ?
	Rushock Trading Estate	E	14.5Ha	14.5	N
	West Midlands Safari Park	M		92.0	N
WFR/ST/9	Cursley Distribution Park	E	9.98Ha	9.98	N

**Rushock Trading Estate**

Within the Previously Developed area of Rushock Trading Estate, development for employment uses (B1, B2 and B8) will be permitted.

**West Midlands Safari and Leisure Park (WMSLP)**

Within the Previously Developed area of WMSLP development proposals that support and enhance the park's operations as a leisure and tourism destination will be permitted.

**Cursley Distribution Park**

Within the Previously Developed area of Cursley Distribution Park, development for employment uses (B1, B2 and B8) will be permitted.

**Proposals for Previously Developed Windfall Sites in the Green Belt**

In order to protect the openness of the Green Belt, windfall development proposals for Previously Developed Sites in the Green Belt should:

- i. Contribute to the achievement of the objectives for the use of land in the Green Belt
- ii. Not exceed the height of the existing buildings and other structures and trees
- iii. Not give rise to off-site infrastructure problems

Design and landscaping of development should seek to minimise the impact on the Green Belt through:

- a. Using sensitive materials and colours.
- b. Providing extensive landscaping and tree planting to screen boundaries, where appropriate.

For other previously developed sites in the Green Belt applications for development will be considered against this policy framework and the rest of the policies in the plan.

### Reasoned Justification

**35.1** There are a number of sites that are considered to be 'Previously Developed Sites' in the Green Belt which lie within Wyre Forest District. The largest of these sites are considered to require a site specific policy, identifying what uses would be acceptable within these locations. The largest Previously Developed sites are identified as:

#### Rushock Trading Estate

- Area: 14.5ha (approx.)

**35.2** Rushock Trading Estate is a former military site within the Green Belt. It is located in close proximity to Hartlebury Trading Estate and is accessed from the A442 Kidderminster – Droitwich road. The estate is a thriving business area and is owned by Hovi Developments who have recently spent money refurbishing and upgrading the facilities within the estate boundaries. As a Previously Developed Site in the Green Belt, the estate benefits from the flexibility that the planning policy framework provides, and this enables the re-use and redevelopment of sites within the curtilage to continue, subject to proposals being appropriate in terms of impact on the Green Belt.

#### West Midlands Safari and Leisure Park (WMSLP)

- Area: 92ha (approx.)

**35.3** The West Midlands Safari and Leisure Park is one of the largest tourist attractions within the District. The Park is located entirely within the West Midlands Green Belt and is situated in a strategic gap between the two towns of Kidderminster and Bewdley. The park is not only important locally but is a regional and national attraction and provides a destination for visitors to the area.

**35.4** Due to the size and scale of the Park, and its importance to the local economy, it was felt important to specifically identify the site within this section. Due to the nature of the activities at the park, the predominant land use is open grassland, which despite the fences and ancillary

animal houses, generally maintains the openness of the Green Belt. However, there is a large part of the site that is considered to be 'Previously Developed' (see plan) and this is contained primarily around the rides and leisure element of the park, as well as the associated car parking.

**35.5** The policy outlines a positive approach to development within this area identifying that development proposals that support and enhance the park's operations as a leisure and tourism destination will be permitted. The importance of the park to the local economy is also identified in Section 10 'A Good Place to Do Business' , and in Section 23, at policy 23A : Supporting Major Tourist Attractions. A masterplan for the park was approved in 2013 whose focus was the future development of a hotel, conference centre and waterpark. These facilities were granted planning approval in April 2016. A new access will be required from the roundabout at the entrance to Bewdley. The previously developed zone has now been extended to include this additional area. This development will upgrade and improve the viability of the WMSLP, allow for potential heathland restoration and recreation and make a positive contribution to the local economy. The potential to open up a passenger halt on the Severn Valley Railway adjacent to the Safari Park is also being explored. (see Chapter 13 Transport and Accessibility)

### **Cursley Distribution Park**

**35.6** Area: 9.98Ha

**35.7** Cursley Distribution Depot is a former Ministry of Defence storage depot which is now in the ownership of Hortons Estates. It contains around 22,500sqm of floorspace currently used for B2 and B8 uses with ancillary office accommodation. The site is dominated by 4 high-bay warehouses. It is accessed off the A442 from Cursley Lane. Many of the buildings now require redevelopment to keep the site attractive to potential business occupiers. As a Previously Developed Site in the Green Belt, the estate will be able to benefit from the flexibility that the planning policy framework provides, and this will enable the re-use and redevelopment of sites within the curtilage, subject to proposals being appropriate in terms of impact on the Green Belt.

### Policy 36 Villages and Rural Areas Site Allocations

The following sites, as shown on the Policies Map, are allocated. They should be developed in accordance with the criteria identified in respect of each site and all general policy requirements, including any necessary developer contributions.

#### Allocated Sites in Rural Villages

Site Ref	Site description	Proposed Use	Indicative no. dwellings / employment land (Ha)	Gross Site Area (Ha)	Removed from Green Belt ?
BR/RO/2	Lem Hill Nurseries Far Forest	H	20	1.0	N
BR/RO/21	Alton Nurseries, Long Bank	M	4 / 0.95Ha	1.32	N
WA/UA/1	Bellman's Cross Shatterford	H	16	0.8	N
WA/UA/4	Allotments, Upper Arley	H	10	0.46	N
WA/UA/6	Red Lion Car Park Bridgnorth Road	H	2	0.1	N
WFR/CB/2	Station Yard, Blakedown	CP		0.36	
WFR/CC/8	Fold Farm Chaddesley Corbett	H	6	0.31	N
WFRWC/22	Land off Lowe Lane Fairfield	A		1.22	
WFRWC/36	Rock Tavern Car Park Caunsall	H	3	0.11	N

Site Ref	Site description	Proposed Use	Indicative no. dwellings / employment land (Ha)	Gross Site Area (Ha)	Removed from Green Belt ?
WFRWC/37	Land at Caunsall Road, Caunsall	H	4	0.84	N

## Lem Hill Nurseries BR/RO/2 (1.0 Ha)

**36.1** The previously developed site is located just outside of the settlement boundary at Far Forest. It has no ecological constraints which would prevent it being brought forward for development.

### Policy 36.1 Lem Hill Nurseries BR/RO/2

The land as shown on the Policies Map is allocated for residential development for local needs as shown to be required in the latest parish housing needs survey.

1. Dwellings should be designed to be in keeping with their rural location
2. Development should be set back from the main road and be served off a single point of access to retain the linear building form of the settlement
3. A landscape buffer should be provided to the front of the dwellings to retain the rural aspect
4. Boundary hedges should be retained and enhanced
5. A tributary of Dowles Brook borders the site. Water treatment must ensure that there are no negative impacts on the watercourse which flows through the Wyre Forest SSSI further downstream

## Reasoned Justification

**36.2** Far Forest is a well-served village with a primary school, shop, public house and churches. Other sites have been considered for allocation but these have all been Greenfield and ecological constraints would mean very limited numbers of dwellings could be developed.

## Alton Nurseries Long Bank BR/RO/21 (1.32Ha)

This redundant plant nursery site fronts directly onto the A456 and the Bewdley Business Park lies to the rear. There are some isolated dwellings adjacent to the site. This site is allocated for a mix of residential and employment uses. Planning has been approved for 4 dwellings (18/0413/FULL).

**Policy 36.2 Alton Nurseries Long Bank BR/RO/21**

1. The land shown on the Policies Map is allocated for up to 4 dwellings along the A456 frontage.
2. The rear part of the site is allocated for employment uses and will be developed as part of the Bewdley Business Park
3. Existing boundary hedgerows should be enhanced to provide effective screening. Additional buffering will be required between the housing and employment allocation

**Reasoned Justification**

**36.3** The nursery business has ceased operations and, despite marketing of the site, another operator has not been found. Most of the site will be absorbed into the Bewdley Business Park site to the rear.

**Bellman's Cross Shatterford WA/UA/1 (0.8 Ha)**

**36.4** This site is in the small hamlet of Shatterford on the A442 Bridgnorth Road. The site has frontage to both the A442 and to Arley Lane. It consists of scrubland and also contains a village hall. There is a pub/restaurant adjacent to the site and a number of dwellings. It is shown as allotment gardens on the 1926 OS map. Land to the rear is thought to have been a tile and brickworks and there is evidence of past mining activity on the site. Former miners' cottages adjoin the site. The settlement is washed over by the Green Belt.

**Policy 36.3 Bellman's Cross Shatterford WA/UA/1**

The site shown on the Policies Map is allocated for residential development and will be brought forward to meet local housing needs as shown by the latest parish housing needs survey.

1. Site access to be taken only from Arley Lane using the existing access to the village hall
2. Proposals should consider the viability of providing a small replacement meeting facility as part of any residential development scheme
3. Development should front onto the main A442 in order to continue the settlement building pattern of wayside dwellings
4. Surface water discharge must not exceed existing levels. SuDS should be provided on the site
5. Much of the scrub and woodland on the site should be retained as part of the development and enhanced



## Reasoned Justification

**36.5** Upper Arley is a designated Neighbourhood Plan area. A Parish Housing Needs survey has been undertaken as part of the evidence base for the proposed Neighbourhood Plan. This has shown a small housing requirement. As a result of this two sites are proposed for allocation to serve the village. Shatterford is a distinct settlement on the A442 at the junction of the main lane serving the riverside village of Upper Arley. Although Shatterford no longer has a shop, it still retains a village hall and pub/restaurant and is on a bus route between Kidderminster and Bridgnorth. A primary school is located down the lane in the village of Upper Arley. This area of scrubland is available for a small residential development and it would also provide the opportunity to enhance the village hall provision. There are known surface water issues in Beacon Lane where it is thought this site discharges to. SuDS should be provided on site to remedy this situation

### Allotments, Upper Arley WA/UA/4 (0.46 Ha)

This area of run-down allotments lies in the centre of the village above the River Severn and is in the Conservation Area. Upper Arley is an estate village. Arley Estates is the main landowner. The allotments are in an elevated location above the River Severn. The village is washed over by the Green Belt. The site appears to be abandoned and has grassed over.

#### Policy 36.4 Allotments, Upper Arley WA/UA/4

This site as shown on the Policies Map is allocated for residential development to meet local needs only.

1. Development should be of restricted height to minimise any impact on the setting of Listed Buildings and the Conservation Area as this site is in an elevated position and will extend built development up the hillside
2. Dwellings should use materials and colours to harmonise with existing buildings in Conservation Area
3. Proposals will need to demonstrate how the Conservation is preserved or enhanced. Any public benefit would need to outweigh any harm caused
4. The site is surrounded by mature hedgerows on the western and northern boundaries. The eastern section of the site consists of woodland. These features should be buffered from development. Future management of the woodland should be secured as part of any development
5. Lighting should be carefully controlled to restrict spillage into adjoining sensitive habitats
6. Surface water run-off must not be allowed to enter the ditch/stream on the eastern boundary untreated as this flows into the River Severn

## Reasoned Justification

**36.6** Potential sites within Upper Arley village are very limited. Once ecological factors have been taken into consideration, only around 20% of this site may be available for development which is likely to limit numbers to no more than 5 dwellings. Buffers around the hedgerows and woodland will ensure the retention of rough marginal vegetation for small mammals and birds. This will mean that the bulk of any housing need will need to be met outside of the main village at the Bellman's Cross site.

## Red Lion Car Park WA/UA/6 (0.1 Ha)

**36.7** This site sits adjacent to the County boundary. The group of cottages shown on the plan are in Shropshire. They were built on the site of the former Red Lion public house. The adjacent car park is now allocated for development. The site is washed over by the Green Belt. The site is remote from any service but does have a bus stop nearby serving routes between Kidderminster and Bridgnorth.

### Policy 36.5 Red Lion Car Park WA/UA/6

1. This land, as shown on the Policies Map, is allocated for a pair of dwellings to be built side-on to the A442
2. Access is to be from the lane using the existing access
3. Dwellings should be designed to match with those recently built on the adjacent site

## Reasoned Justification

**36.8** This tiny site is the remaining parcel from the recent redevelopment on the adjacent site over the County boundary.

## Station Yard Blakedown WFR/CB/2 (0.36 Ha)

**36.9** This narrow site is accessed off Lynwood Drive and lies adjacent to the main railway line. A previous residential application was dismissed at appeal on grounds of poor amenity for future residents in terms of noise from passing trains and limited garden space. It is now proposed to allocate the site for station car parking.

### Policy 36.6 Station Yard Blakedown WFR/CB/2

This site is allocated for station car parking.

1. The potential to provide a small retail kiosk on the site should be explored
2. Lighting should be designed to have minimal disturbance to existing residents on Lynwood Drive

3. Landscaping to site boundaries should be provided to buffer site from neighbouring dwellings

### Reasoned Justification

**36.10** This small site is unsuitable for residential use. Its location adjacent to Blakedown Station makes it an ideal site for station car parking.

### Fold Farm, Chaddesley Corbett WFR/CC/8 (0.31 Ha)

**36.11** This small paddock is accessed along a private road which serves Fold Court and some other dwellings. It is just inside the Conservation Area boundary.

#### Policy 36.7 Fold Farm Chaddesley Corbett WFR/CC/8

The site is allocated for residential development to meet local needs as demonstrated by the latest parish housing needs survey.

1. Development will need to demonstrate how the Conservation Area is preserved or enhanced and that any public benefit from the development outweighs the harm
2. The development should be of a low density that reflects the morphology and design of the buildings around it
3. The tree within the site should be protected and retained as part of the development

### Reasoned Justification

**36.12** Chaddesley Corbett comprises an historic linear settlement with satellite areas of dispersed development. This site is one of only two undeveloped parcels in the Conservation Area, the other being the area to the south of St. Cassian's Church (Grade I). This site would be suitable for a small number of dwellings, possibly bungalows which would then free up more family housing in the village. It would satisfy an identified housing need in the village and help to meet an aspiration of the Neighbourhood Plan.

### Land at Lowe Lane Fairfield WFR/WC/22 (1.22 Ha)

**36.13** The northern part of site WFR/WC/22 is proposed as a Reserved Housing Site and will be brought forward for development via a Neighbourhood Plan (see Policy 7B). The southern area is leased to the Parish Council as allotments.

#### Policy 36.8 Land at Lowe Lane Fairfield WFR/WC/22

The southern part of the site as shown on the Policies Map is safeguarded as allotment land. The remainder of the site is safeguarded as a Reserved Housing Site.

## Reasoned Justification

**36.14** This parcel of land is leased by Wolverley and Cookley Parish Council from the District Council for allotments. The allocation will safeguard this use.

### Rock Tavern Car Park, Caunsall WFR/WC/36 (0.11 Ha)

**36.15** This site consists of the former car park to the Rock Tavern public house which has been closed for some time. Plans have been approved to use the public house site for housing. These plans have recently lapsed. The site is in the centre of the hamlet of Caunsall which is washed over by the Green Belt.

#### Policy 36.9 Rock Tavern Car Park Caunsall WFR/WC/36

The former car park at the junction of Caunsall Road and Kinver Lane is allocated for up to 3 dwellings.

1. The development should respect the morphology, scale and set back of the existing historic buildings
2. Soft landscaping should be implemented to soften the visual impact and aid green infrastructure connectivity
3. Measures must be taken to protect the development from surface water flooding on Kinver Lane following heavy rainfall

### Land at Caunsall Road, Caunsall WFR/WC/37 (0.84 Ha)

**36.16** This greenfield site in Caunsall is used as a horse paddock. It is proposed to allow frontage development only along Caunsall Road.

#### Policy 36.10 Land at Caunsall Road Caunsall WFR/WC/37

This site as shown on the Policies Map is allocated for residential development.

1. Low density development of up to 4 dwellings will be permitted along the road frontage in order to respect the wayside character of the settlement
2. Dwelling design should respect the setting of Caunsall Farm and Caunsall House Farm
3. No additional surface water discharge must be allowed to leave the site

### Reasoned Justification

**36.17** The two small sites in Caunsall will remain washed over by the Green Belt. Dwellings must be designed to fit in with the historical settlement. There are known surface water flooding issues after heavy rainfall and measures must be taken to both protect the new development from flooding and also not to exacerbate this issue any further.

### Development on Non-allocated plots in villages outside the Green Belt

**36.18** To the west of the River Severn in villages and settlements outside the Green Belt, there is the potential to bring forward small infill plots for up to 6 dwellings. These plots can come forward under Policy 18B. Amendments have been made to settlement boundaries in a number of villages in Rock Parish to enable small sites to be brought forward for development. This will allow for limited development to help retain village services. Revised settlement boundaries are shown on the Policies Map. Any development will need to be carefully designed to reflect the characteristics of the settlement and take account of any existing constraints such as flooding, drainage, ecology and landscape.

**37.1** The Infrastructure Delivery Plan (IDP), which is being produced alongside the Local Plan, reviews and evaluates the social, environmental and economic infrastructure that will be required to support the development and growth set out in the plan. It is a living document that details both the infrastructure required to support the proposals and development sites in the plan, the likely delivery partners e.g. developers, the district and county councils, government agencies and likely funding sources.

**37.2** The infrastructure requirements to support the specific policies and allocations in the Plan will be identified within the individual site allocation policies. Further infrastructure may be required as the detail of schemes is developed and for windfall development proposals, the infrastructure requirements and any contributions required will need to be assessed as schemes are drawn up. Infrastructure can be provided in the following ways:

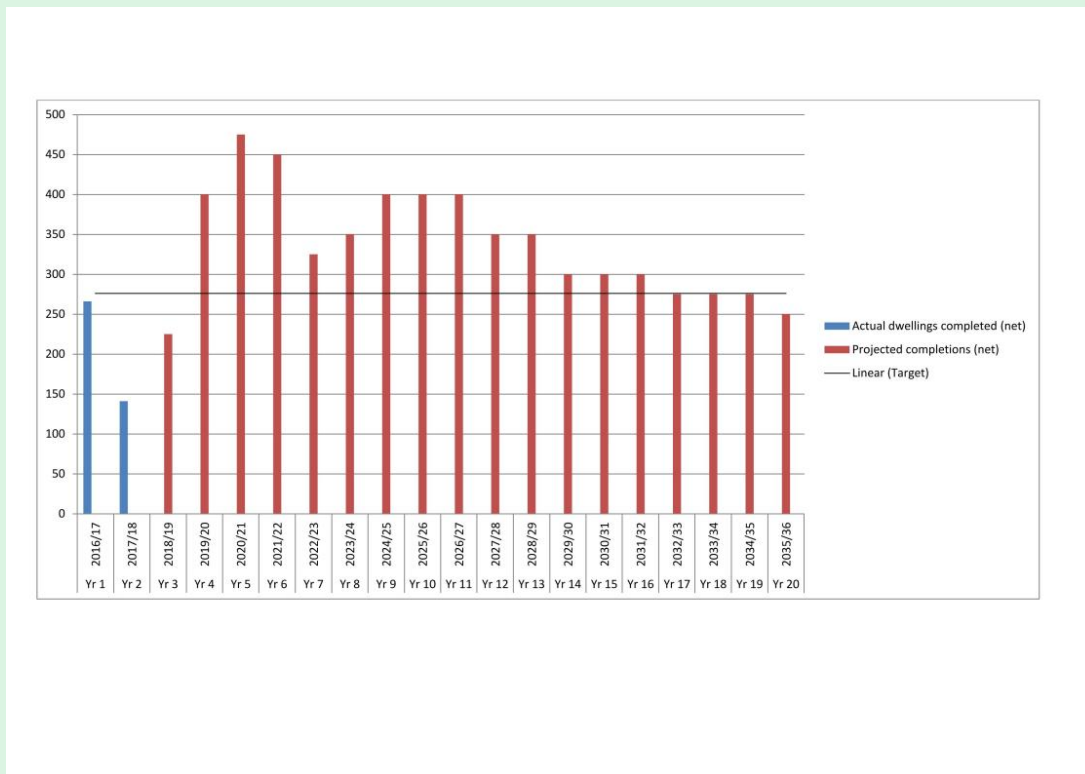
1. directly by developers;
2. by planning contributions through Section 106 contributions and/or the Community Infrastructure Levy (CIL) if implemented by the Council

**37.3** Contributions for infrastructure can be for provision both off or on-site and for new or improved infrastructure.

**37.4** Monitoring indicators will form part of the submission plan. These will be based on the sustainability appraisal.

**Housing Trajectory for plan period based on Supply at 1st September 2018**

**Picture 37.1**



**Adopted Core Strategy (2010)** - this is the strategic level document within the District's Development Plan. It sets out the broad locations for delivering housing and other major development needs in the District such as employment, retail and transport. It guides the site specific policies within the Site Allocations and Policies Local Plan and the Kidderminster Central Area Action Plan.

**Affordable Housing** - the District Council has adopted the definition of Affordable Housing as set out in the NPPF (Annex 2 Glossary).

**Air Quality Management Area (AQMA)** - areas designated by Wyre Forest District Council where the level of pollutant concentrations in the atmosphere results in the air quality not meeting the objectives set out by central government in 2005.

**Chalets** – these are buildings, also sometimes referred to as shacks, which are primarily constructed of materials of less than average permanency and used for residential occupation.

**Community Infrastructure Levy (CIL)** - The Community Infrastructure Levy is a planning charge, introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area.

**Climate Change** - long-term changes in temperature, precipitation, wind and all other aspects of the Earth's climate. Often regarded as a result of human activity and fossil fuel consumption. It is part of national government policy that the planning system should support the transition to a low carbon future.

**Community Facilities** - facilities which provide for the health, welfare, social, educational, spiritual, recreational, leisure and cultural needs of the community.

**Conservation Area** - an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.

**Designated heritage asset** – a World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

**Developer Contributions** - developer contributions are often required for major developments to make them acceptable in planning terms eg. contributions towards educational or open space provision.

**Development Plan** - the Development Plan for the District currently comprises of the Core Strategy, the Site Allocations and Policies Local Plan and the Kidderminster Central Area Action Plan. The emerging Local Plan will replace these documents and form part of the Development Plan once adopted. Neighbourhood Plans also form part of the Development Plan when they have been formally 'made'.

**Edge-of-Centre** - For retail purposes, a location that is well-connected to and within easy walking distance (i.e up to 300 metres) of the primary shopping area. For all other main town centre uses, this is likely to be within 300 metres of a town centre boundary. In determining whether a site falls within the definition of edge-of-centre, account should be taken of local

circumstances. For example, local topography will affect pedestrians' perceptions of easy walking distance from the centre. Other considerations include barriers, such as crossing major roads and car parks, the attractiveness and perceived safety of the route and the strength of attraction and size of the town centre. A site will not be well-connected to a centre where it is physically separated from it by a barrier such as a major road, railway line or river and there is no existing or proposed pedestrian route which provides safe and convenient access to the centre.

**Evidence Base** - the information and data gathered by local authorities to inform the production of local plans.

**Functional Economic Market Areas (FEMAs)** - Economic flows often overlap local authority boundaries. This means that the functional area over which the local economy and its key markets operate will not necessarily adhere to administrative boundaries. Instead, key economic markets broadly correspond to sub-regions or city regions - known as functional economic market areas (FEMAs). There is no universal approach to defining FEMAs. Ideally, FEMAs would be defined on the basis of several markets or catchment areas which best reflect the drivers of the local economy.

**Flood Risk Assessment** - an assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

**Geodiversity** - the range of rocks, fossils, minerals, soils, landforms and natural processes that go to make up the Earth's landscape and structure.

**Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP)** - Local Enterprise Partnerships are led by businesses and local authorities across natural economic areas. They provide the vision, knowledge and strategic leadership required to drive sustainable private sector growth and job creation in their areas. The GBSLEP comprises a partnership including the local authorities of Birmingham City Council, Bromsgrove District Council, Cannock Chase District Council, East Staffordshire Borough Council, Lichfield District Council, Redditch Borough Council, Solihull Metropolitan Borough Council, Tamworth Borough Council and Wyre Forest District Council.

**Green Belt Land** - land which is situated between urban areas on which development is restricted so as to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence. The Green Belt serves five purposes: 1. to check the unrestricted sprawl of large built-up areas; 2. to prevent neighbouring towns merging into one another; 3. to assist in safeguarding the countryside from encroachment; 4. to preserve the setting and special character of historic towns; and 5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

**Green Infrastructure** - the living network of green spaces, water and environmental systems in, around and beyond urban areas. This also includes blue infrastructure (e.g. Canals and Rivers).

**Greenfield Land** - land which has never been developed; this includes greenbelt land and areas of open countryside, as well as undeveloped land within urban areas.



**Gypsy and Traveller Accommodation Assessment (GTAA)** - the purpose of this assessment is to provide information on the accommodation needs of Gypsies and Travellers in order to ascertain what the appropriate number, type and distribution of additional pitches need to be provided within the area.

**Habitats Regulations Assessment (HRA)** - tests the impacts of a proposal on nature conservation sites of European importance, and is a requirement under EU legislation for land use plans and projects.

**Heritage Asset** - a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest.

**Housing Market Area** - an area in which households search for housing. These areas cut across local authority boundaries and can be defined based on a series of indicators comprising house prices, migration and search patterns and contextual data including travel-to-work areas, retail and school catchments.

**Infrastructure** - basic services necessary for development to take place; for example, roads, electricity, sewerage, water, education and health facilities.

**Kidderminster Central Area Action Plan (KCAAP)** - Adopted plan targeted specifically to regenerating the central area of Kidderminster.

**Landscape Character Assessment (LCA)** - an assessment of landscape character which is defined as 'a distinct, recognisable, and consistent pattern of elements in the landscape which makes one landscape different from another'.

**Listed Building** - a building of special architectural or historic interest. Listed buildings are graded I, II\* or II, with grade I being the highest. Listing includes the interior as well as the exterior of the building and any buildings or permanent structures within its curtilage.

**Live/Work** - is defined as property that is specifically designed for dual use, combining both residential and employment space.

**Local Development Order (LDO)** - A Local Development Order (LDO) is a simple tool to allow a Local Planning Authority to introduce new permitted development rights. They are flexible and consistent with local determination.

**Local Development Scheme (LDS)** - a three year timetable setting out the type of Development Plans to be produced and the key milestones for their development.

**Local Heritage List** - the Local Heritage List identifies those heritage assets that are not protected by statutory designations. Their local interest could be related to the social and economic history of the area as well as individuals of local importance. The Local Heritage List is not restricted to buildings. It may comprise sites, places or areas such as village greens or ponds.

**Local Plans (LPs)** - the collective term given to all statutory documents that form the Development Plan for the District. At present, these comprise of the Core Strategy, Site Allocations and Policies, Kidderminster Central Area Action Plan and a Policies Map.

**Major Developments** - major developments include;

- Residential development comprising at least 10 dwellings or a site area of at least 1 hectare if the number of dwellings is not specified.
- Other uses where the floor space to be built is greater than 1,000 square metres or the site area is at least 1 hectare in size.

**National Planning Policy Framework (NPPF)** - the document which sets out the Governments planning policies for England and how these are expected to be applied. The revised NPPF was published by the Ministry of Housing, Communities and Local Government in July 2018.

**National Planning Practice Guidance (NPPG)** - Web based resource of planning practice guidance, launched and maintained by Department for Communities and Local Government (DCLG), to enable practitioners to implement the content of the NPPF. The NPPG will in due course be updated to reflect the changes from the revised NPPF.

**Natural England** - Natural England works for people, places and nature to conserve and enhance biodiversity, landscapes and wildlife in rural, urban, coastal and marine areas.

**Neighbourhood Development Plans** - Neighbourhood Development Plans allow local people to come together to decide how they want their area to develop. They can be developed by Town and Parish Councils or by Neighbourhood Forums outside of the Parished areas.

**Open Space** - all space of public value, which can offer opportunities for sport and recreation or can also act as a visual amenity and a haven for wildlife. Areas of open space include public landscaped areas, playing fields, parks and play areas, and also areas of water such as rivers, canals, lakes and reservoirs.

**Out-of-Centre** - A location which is not in or on the edge-of-centre but not necessarily outside the urban area.

**Previously Developed Land (PDL)** - land which is, or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure.

**Reserved Housing Sites** - land which lies between the urban area and the Green Belt which is identified to meet longer term development needs stretching well beyond the plan period. Safeguarded land is not allocated for development at the present time and planning permission should only be granted for such land following a Plan review which proposes development. Until areas of safeguarded land are identified for development, Green Belt policies apply to them. Formerly known as Areas of Development Restraint (ADR).

**ReWyre Initiative / Regeneration Prospectus** - the prospectus aims to highlight Kidderminster's challenges and opportunities in order to attract support and investment into the town.

**Scheduled Monument** - a 'nationally important' archaeological site or historic building, given protection against unauthorised change.

**Significance (for heritage policy)** – The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

**Site Allocations and Policies Local Plan** - District wide adopted plan that allocates and designates areas of land for particular uses, most notably land to deliver housing but also for other major development needs such as employment, recreation, open space and community uses.

**Site of Special Scientific Interest (SSSI)** - a specifically defined area within which protection is afforded to ecological or geological features. Sites are officially notified by Natural England.

**Strategic Centres** - there are 25 town centres in the West Midlands region that are defined in the former Regional Spatial Strategy as 'Strategic Centres'.

**Strategic Flood Risk Assessment (SFRA)** - collates information on all known sources of flooding that may affect existing or future development within the District. The SFRA identifies and maps areas that have a 'low', 'medium' and 'high' probability of flooding within the Wyre Forest.

**Strategic Housing and Employment Land Availability Assessment (SHELAA)** - The SHELAA is an evidence base document that identifies sites that may have future development potential for housing or employment uses. It does not allocate sites to be developed.

**Supplementary Planning Documents (SPDs)** - provide additional information to guide and support the Development Plan.

**Sustainable Drainage Systems (SUDS)** - an environmentally friendly way of dealing with surface water run-off which increases the time taken for surface water to reach watercourses, thereby reducing flash flooding.

**Sustainability Appraisal (SA)** - the purpose of SA is to ensure that the Development Plan and associated Supplementary Planning Documents (SPDs) conform to the Government principles of Sustainable Development.

**Water Cycle Strategy** - this assesses the constraints and requirements that may arise from the scale of the proposed development on the water infrastructure in the District.

**Windfall Site** - a site not specifically allocated for development in a development plan, but which unexpectedly becomes available for development during the lifetime of a plan. Most windfall sites are for housing.

**Worcestershire Local Enterprise Partnership** - Worcestershire LEP is led by private sector businesses in partnership with the public sector – comprising Worcestershire County Council and the six District councils of Worcester City, Bromsgrove, Redditch, Malvern Hills, Wyre Forest and Wychavon.

**Worcestershire Local Transport Plan** - sets out Worcestershire’s transport strategy, as well as identifying major long-term transportation pressures on the County.

**b.1** The following maps are included within this Appendix:

- Overview site allocations for the areas: Kidderminster Town; Kidderminster Eastern Extension; Lea Castle Village, Cookley and Wolverley; Stourport-on-Severn; Bewdley; Blakedown; Chaddesley Corbett and Shenstone; Rock Parish and; Upper Arley.
- Site Allocation Plans for Chapters 30 - 36.
- Concept Plans for Lea Castle Village and Kidderminster Eastern Extension.
- Settlement boundaries for: Blakedown; Bliss Gate; Callow Hill; Clows Top; Cookley; Far Forest; Rock; Wilden and; Wolverley.
- Retail areas for Kidderminster, Stourport-on-Severn and Bewdley.
- Pre-Submission Policies Map.