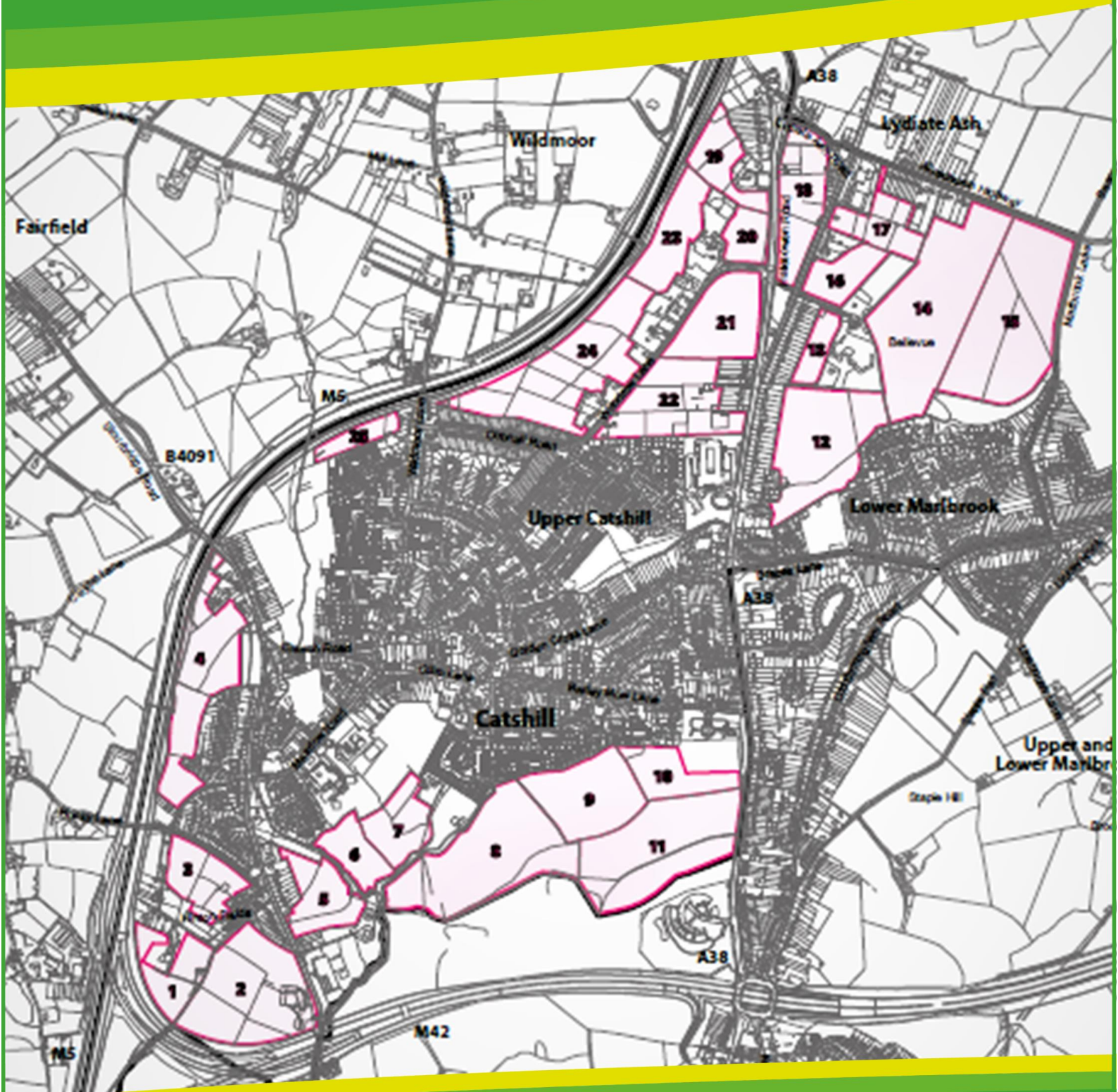


APPENDIX 10 – SITE ASSESSMENT



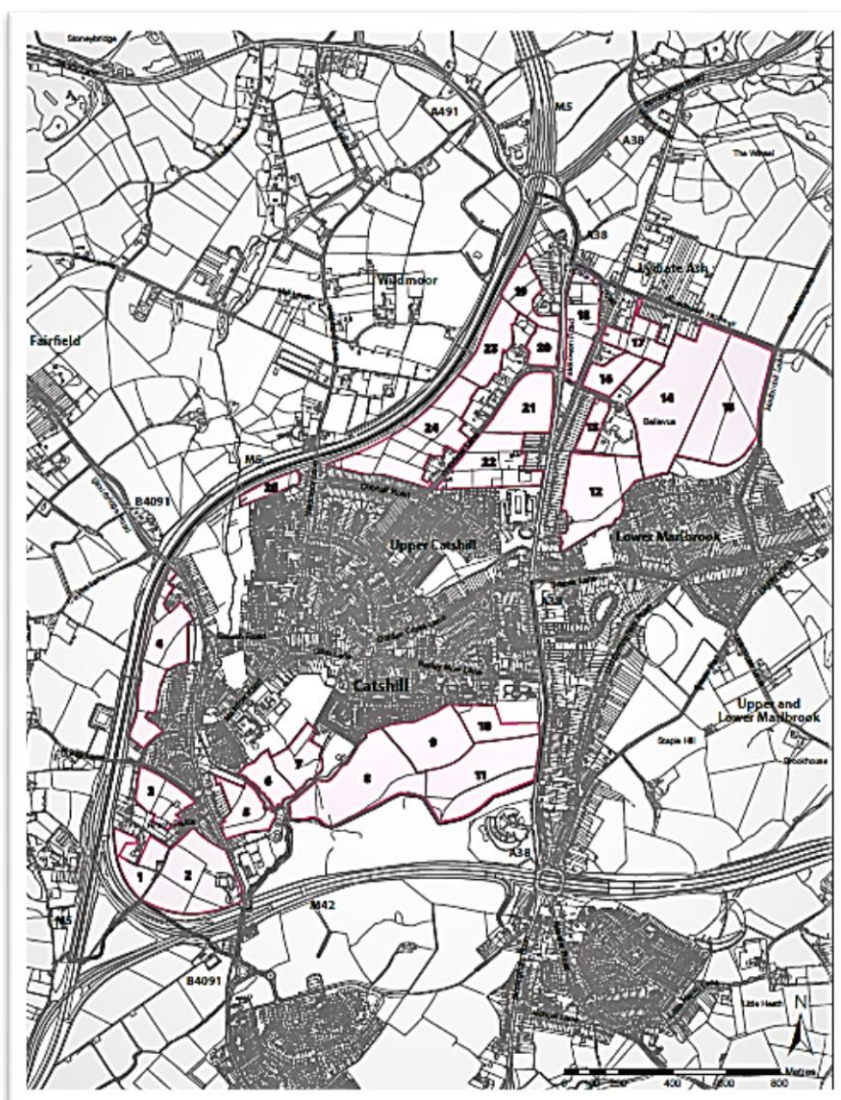
COMPARISON STUDY

Appendix 10 Comparison of Site Assessment Studies

1. Introduction

1.1 A Site Assessment Study was undertaken for the Catshill and North Marlbrook Neighbourhood Plan (NP) during 2017/18 to find locations to meet part of the outstanding housing requirements in the Bromsgrove Local Plan (LP). Catshill was one of six settlements in the LP expected to contribute towards meeting the District Council's residual housing requirements to 2030¹.

1.2 Seventy land parcels were identified across the Parish which were amalgamated to provide 25 potential housing sites. These were assessed against sustainability criteria and considerable importance was given to the impact development would have on the function and purpose of the Green Belt, the only source of land available. Seven sites of varying sizes in different parts of the Parish were initially suggested for further consideration. The sites were capable of delivering over 900 dwellings which, based on available knowledge, was thought to be more than required. The precise number was unclear, however, because the District Council could not provide either a specific or indicative housing target for the Parish. Further information on this and the background work undertaken is provided in Appendix 7.



¹ Policy BDP2.1 of the Bromsgrove District Local Plan 2017

1.3 The intention was that the NP should make specific housing allocations following a second round of consultation with local residents on draft objectives and policy content. A meeting with the District Council, however, highlighted concerns it had regarding housing numbers and the robustness of the site selection process. The Council confirmed it was reluctant to endorse any allocations before it had completed further work. This included a comprehensive review of Green Belt boundaries to help it decide how its outstanding housing need for the 2011 – 2030 LP could be delivered.

2. Improving the Evidence Base

2.1 Rather than awaiting the work to be carried out by the District Council, the NP Steering Group felt that further work should be undertaken to refine and improve its evidence base. In the absence of an indicative target from the District Council an upper limit of 400 dwellings was agreed as the maximum provision that should be made until new information became available. This target was based on an equal division of housing between the six identified settlements (BDP Policy 2.1). In addition, the NP Group felt that more weight should be given to traffic matters, the main issue for residents. Such concerns were reinforced by the impact that developments outside the parish were likely to have. In particular, planned developments at Whitford Road and Perryfields on the north-western edge of Bromsgrove Town are expected to increase traffic movements through Catshill.

2.2 It was decided that a further in-depth review of possible housing sites should be carried out taking into account evidence from a Landscape Character Assessment Study (Appendix 3) and a Flooding and Hydrology Survey (Appendix 4). This information was augmented by a 'Call for Sites' exercise also undertaken by the NP Group in autumn 2018 (Appendix 6). Using a similar concept to that followed in the landscape study (see above), a colour-coded classification of site suitability was adopted for the revised site assessments. Sites were graded as suitable (Green), potentially suitable (Amber) and unsuitable (Red).

2.3 The outcome of this work saw a number of revisions to the original site assessment study. By adopting a more conservative approach to housing numbers, peripheral sites identified in the original study were rejected. Consequently, sites 18, 20 and 23 were no longer considered suitable given the reduction in housing ambitions. As outlying locations they were less sustainable and their development would be detrimental to the Green Belt, especially if developed in isolation from other sites. Sites 3 and 5 on the southern edge of Catshill were also reclassified as unsuitable. Notwithstanding their limited impact on the Green Belt, these locations would add to existing congestion on the southern approaches to Catshill (Stourbridge Road). This section of the road is subject to high volumes of traffic both during and outside peak periods and poses difficulties for residents looking to gain access to the main road. One site (site 4), however, was re-assessed as a result of the 'Call for Sites' exercise as potentially suitable because it was shown how access issues could be overcome.

2.4 Three studies were commissioned in 2019 on housing topics. Two of these, a further housing site assessment and a separate housing needs study were intended to help inform and validate the housing content of the NP. A site assessment study was carried out by consultants (AECOM)². This used the 25 sites identified by the NP Group but otherwise was fully independent of the earlier study. The company based its assessment on desktop studies having undertaken a visit to each site. General background information together with details of site characteristics, constraints and availability were combined to provide a comparison of the sites and their potential for development. Each site was checked against a Strategic Housing and Land Availability Assessment (SHLAA) carried out by the District Council in 2015 and updated in 2018³. The results were grouped into three broad categories, similar to those used for the NP study: 'green' for sites with no constraints, which are appropriate for allocation/as potential areas for development; 'amber' for potentially suitable sites

² Locality is a national membership network supporting neighbourhood plan groups through funding made available by the Ministry of Housing, Communications and Local Government (MHCLG)

³ Bromsgrove District Council Strategic Housing Land Availability Assessment, September 2015 (as updated August 2018)

where mitigation measures are required to make development possible; and, 'red' for sites which were deemed not to be currently suitable (Appendix 9).

2.5 The NP Group's site assessment (Appendix 7) was further informed by the outcome of the District Council's strategic Green Belt Assessment⁴. A summary of the differences between the NP Group's assessment and that of AECOM is shown in the table below. A more detailed explanation of variations between the two studies is included in Section A at the end of this appendix.

Comparison of Site Suitability

Site Ref	Site Address	Site Area (ha)	AECOM Suitability	NP Group Suitability
1	Land at southwestern end of Hinton Fields	2.49	Red	Red
2	Land at southwestern end of Hinton Fields	7.61	Yellow	Red
3	Land at Hinton Fields	3.1	Green	Red
4	Land to rear of Westfields	6.51	Yellow	Yellow
5	Land north of garden centre, Stourbridge Rd	3.0	Green	Red
6	Land at southern end of Woodbank Drive	1.95	Red	Red
7	Land south of Middle School playing fields	2.67	Red	Red
8	Land at southern end of Milton Road	8.77	Red	Red
9	Land to south and east of Milton Road	4.86	Red	Red
10	Land adjacent to Cemetery	2.55	Red	Red
11	Land south of Catshill and west of A38	8.26	Red	Red
12	Land north of Braces Lane, Marlbrook	7.11	Red	Red
13	Land east of housing on Old Birmingham Rd	1.35	Yellow	Red
14	Land adjacent to Marlbrook Lane	10.5	Red	Red
15	Land adjacent to Marlbrook Lane	10.1	Red	Red
16	Land east of Old Birmingham Rd, Marlbrook	2.0	Yellow	Red
17	Land south Alvechurch Highway properties	2.71	Red	Red
18	Land to south of Lydiate Ash Road	4.42	Red	Red
19	Adjacent to M5 at Lydiate Ash	2.55	Red	Red
20	North side of Woodrow Lane	1.60	Red	Red
21	Land north and east of Woodrow Lane	4.32	Red	Yellow
22	Land to east of Woodrow Lane	5.45	Green	Green
23	Land west of Woodrow Lane (north section)	3.40	Red	Yellow
24	Land west of Woodrow Lane (south section)	8.52	Yellow	Yellow
25	Land west of Wildmoor Lane adjacent to M5	1.24	Yellow	Yellow

⁴ Bromsgrove District Council – Green Belt Purposes Assessment: Part 1 August 2019

3. Site Assessment Comparisons

3.1 The table shows a high degree of consistency between the two studies, 18 of the 25 sites coming within the same classification. Differences between the studies largely reflect the evaluation of Green Belt and/or traffic issues. The AECOM Study makes clear that its assessment focusses on whether sites are appropriate for allocation if Green Belt policy is not applied (Executive Summary and para. 5.4). Similarly, AECOM took no account of the impact of traffic in its site assessments (Executive Summary). The reason for these differences is discussed in more detail in the next section.

4. Study Differences

4.1 For sites 3 and 5, the NP Study took into account the likely impact that development in these locations would have on the main road network. This was of greater concern than the Green Belt designation of either site. Transport consultants examining proposed development at Perryfields Road and Whitford Road in Bromsgrove have found that modelling suggests these schemes mean that 32% of vehicular movements, originating from these sites, would pass through Catshill⁵. An increase of this scale would add to congestion along the southern part of Stourbridge Road and exacerbate access problems for both commercial uses and householders. Development of either or both sites 3 and 5 would compound existing problems.

4.2 Site 2 is an extensive area of open land occupied by Washingstocks Farm which the owner wishes to dispose of for housing use. It is, however, part of the open tract of land on the southern flanks of the Parish which helps to maintain the modest gap with Bromsgrove Town. It therefore fulfills three of the five purposes of its Green Belt designation. These are to prevent the unrestricted sprawl of large built-up areas, to prevent neighbouring towns merging and to safeguard the countryside from encroachment. The AECOM Study does suggest development should be limited to the north of the site but doing so would add to the traffic issues referred to for sites 3 and 5 above.

4.3 Two sites in North Marlbrook (sites 13 and 16) are identified by AECOM as potentially appropriate (Amber) for development if existing issues can be resolved. Both sites would either extend or reinforce existing ribbon development in an area which is distant from all local services and facilities. Development would also see existing gaps with outlying disparate groups of buildings largely disappear while leaving land closer to the urban edge vulnerable to future development pressures. Neither site has, however, been identified in either the Council's or the NP Groups 'Call for Sites' exercises and it is not clear that either would be available for development.

4.4 Site 21 comprises a single field at the north-eastern end of Woodrow Lane. Site availability was unknown at the time of the AECOM study. This changed following the District Council's 'Call for Sites' exercise meaning it would be available for use. It is acknowledged that development would have considerable visual impact in a location relatively remote from the bulk of services and facilities in Catshill. Nevertheless, it is considered to have potential, possibly as a future housing site providing adjacent land (site 22) is developed. Consequently, it is graded as 'Amber' by the NP Group.

4.5 The AECOM Study found site 23 to have capacity for development but that it was relatively remote and an area affected by noise and pollution from the M5. It was seen as suitable only as part of a wider scheme providing suitable mitigation measures were undertaken. Again, this is not disputed but as with site 21, it provides potential as a longer-term development option in a location where the loss of Green Belt land would be less harmful than in other parts of the Parish.

5. Study Conformities

5.1 With the exception of site 2, both studies suggest that development in the limited gap between the southern edge of Catshill and Bromsgrove should be avoided. There is also consensus

⁵ Technical Note WVV BDC 45 Planning Application 16/1132
Site A Land off Whitford Road Traffic Study Area Review June 2019

that site 22 is a suitable location capable of accommodating development with minimal detriment to the Green Belt and where direct access to the main highway network can be avoided. Remaining sites which were classified as 'amber' in both studies are considered to provide appropriate further sources of housing land, subject to suitable mitigation measures. These sites are capable of meeting remaining residual needs and, if necessary, could provide 'safeguarded land' when Green Belt boundaries are redrawn by the District Council⁶.

5.2 Additional land off Woodrow Lane is seen as being the most suitable location to meet residual housing needs. It is in a less sensitive area of the Green Belt and is a location where traffic can be more readily accommodated with less direct impact on core areas of Catshill. Sites 4 and 25 are also seen as having the ability to accommodate development without serious implications for either the Green Belt or traffic. These would provide development options in other parts of the settlement and, in conjunction with sites 22 and 24 would ensure there was sufficient capacity, in whole or part, to meet the Parish's housing requirements under Policy BDP 2.1 of the Bromsgrove Local Plan.

6. Conclusions

6.1 The assessment of potential housing sites led the NP Group to conclude that land on the northern periphery of the main urban area of Catshill was best suited for this purpose. In particular, four sites were considered capable of taking sufficient housing to meet the level of need likely to be imposed by the District Council for the period to 2030. Nevertheless, because the latter was of the view that its basis for determining the amount and location of development necessitated further work, the NP Steering Group decided that the NP should no longer pursue specific site allocations. Instead, a policy has been devised which acknowledges that some changes to Green Belt boundaries may be necessary. In principle it also supports proposals that involve the re-use/redevelopment of land within the urban parts of the parish. Most importantly, it is a requirement of the policy that regard is had to key factors should any land/site be promoted for housing use in any part of the area.

⁶ Safeguarded Land is land that may be needed in the longer-term to meet future development needs – National Planning Policy Framework, para.139

Section A Comparison of detailed findings of the two Site Assessment Studies

Site Assessment Comparison Table				
Site	Address	Consultant's Assessment		NP Group Assessment
1	Land at southwestern end of Hinton Fields	<p>The site availability is not known, therefore it cannot be allocated, only identified as an area for potential development.</p> <p>The site is considered to have a medium capacity for development as set out in the Catshill and North Marlbrook Parish Landscape + Visual Sensitivity Capacity Assessment (February 2018).</p> <p>The site is adjacent to the existing built up area, however, it would be located to the south of the existing built up area and would reduce the gap between Catshill and Sidemoor contributing to the coalescence of the settlements.</p> <p>The site is adjacent to the M5/M42 and appropriate mitigation would be required to minimise noise and air pollution on any residential uses.</p> <p>Access could be achieved via Hinton Fields. However, Hinton Fields is a narrow lane after the Dale Close junction and it is unclear whether a suitable access junction could be provided into the site and if Hinton Fields has sufficient width to accommodate an increase in traffic from the development of the site.</p> <p>Further work would be required to understand the highway implications of developing the site.</p> <p>The site is not considered suitable for allocation in the Neighbourhood Plan as an area for potential development on the grounds of coalescence, access and amenity impacts from the M5/M42.</p>		<p>Medium capacity for development but would extend Catshill to the south and consolidate sporadic development off Hinton Fields. Would threaten important gap between Catshill and Bromsgrove and result in intrusive development into countryside.</p> <p>Reasonably well contained by development to the north but otherwise an open site although topography would help to reduce its impact close to the site although it would be more visible in longer distant views.</p> <p>Access may be possible from Hinton Fields but access onto Stourbridge Road is difficult. if combined with adjacent land to the south-east (site 2) access to main road would be easier but undesirable. Would have some impact on traffic movements through core areas of the settlement.</p> <p>Only acceptable if access issues could be overcome but this is seen as highly unlikely.</p>
2	Land at southwestern end of Hinton Fields	<p>The site is considered to have a medium capacity for development as set out in the Catshill and North Marlbrook Parish Landscape + Visual Sensitivity Capacity Assessment (February 2018).</p> <p>The site is adjacent to the existing built up area, however, it would be located to the south of the existing built up area and would reduce the gap between Catshill and Sidemoor contributing to the coalescence of the settlements.</p> <p>A smaller amount of development could be considered suitable, i.e. focusing development to the north of the site abutting the adjacent residential properties, not extending</p>		<p>Medium capacity for development but would extend Catshill to the south significantly reducing the gap to the nearest main development at Barnsley Hall.</p> <p>Development would be well-contained by urban edge to north and roads to east (Stourbridge Rd) and south (M5/M42).</p> <p>Access to Stourbridge Road is technically feasible but would exacerbate traffic issues including delays for manoeuvring vehicles and increased traffic movements through the core areas of the settlement. Problems would increase with scale of development on north-western edge of Bromsgrove (Perryfields and Whitford Rd).</p>

		<p>further south than the existing built development of Washingstocks Farm.. However, it is unclear whether a suitable access could be provided as Hinton Fields is a narrow lane to the west and there may be a potential conflict with the Willowbrook Garden Centre to the east on Stourbridge Road. Furthermore Stourbridge Road is a busy route and providing a safe access on to the road would also need to be considered (e.g. extending 30mph speed limit). This would require further investigation. The site is considered suitable for allocation in the Neighbourhood Plan, subject to the site being released from the Green Belt, the scale of development reduced and the provision of a suitable access.</p>		<p>Traffic and GB issues make the site an unacceptable choice.</p>	
3	Land at Hinton Fields	<p>The site availability is not known, therefore it cannot be allocated, only identified as an area for potential development. The site is considered to have a medium/high capacity for development as set out in the Catshill and North Marlbrook Parish Landscape + Visual Sensitivity Capacity Assessment (February 2018). The site is adjacent to the existing built up area and could be seen as 'infill development' between Hinton Fields and Rocky Lane. Access could be via Dale Close, but rights of access here would need to be confirmed. The site is considered suitable for identification in the Neighbourhood Plan as an area for potential development, if it became available, subject to the site being released from the Green Belt and access being confirmed.</p>		<p>Medium to high capacity to accept development and would see the infilling between existing development to north, south and east. Development would be well-contained locally but site is highly visible from the motorway (M42)</p> <p>Access to Stourbridge Road is difficult and development is likely to increase traffic movements through the core areas of the settlement. Strong slope of site may reduce number of units that are feasible.</p> <p>Relatively limited impact on GB given local containment of site. BDC 'Call for Sites' exercise confirm site is potentially available.</p> <p>Traffic-related issues make this an unacceptable site for development.</p>	
4	Land to rear of Westfields	<p>The site is considered to have a medium capacity for development as set out in the Catshill and North Marlbrook Parish Landscape + Visual Sensitivity Capacity Assessment (February 2018). The site is adjacent to the existing built up area, however it would reduce the gap between Catshill and Bourneheath contributing to the coalescence of the settlements. Smaller portions of the site could come forward if the land was available.</p> <p>Access could be achieved via an existing access from the B4091. Access could also be achieved via Westfields. However, Westfields is</p>		<p>Medium to high capacity to accept development and potential for green infrastructure provision.</p> <p>Impact on GB would be limited as site is well contained by existing development to east and M5 to west. Topography minimises visual coalescence with Bourneheath to west and significant expansion of latter is considered highly unlikely.</p> <p>Access could potentially be achieved towards northern end of site close to public house but development would be likely to have some impact on traffic movements through core area of settlement although largely avoid the most congested routes further south. Emergency access feasible via Westfields. Site characteristics limits overall number of dwellings that are feasible.</p>	

		<p>narrow and the condition of it deteriorates into a gravel road which may be a private access. It is considered this could be used as an emergency/secondary access. The site is adjacent to the M5 and appropriate mitigation would be required to minimise noise and air pollution on any residential uses. The site also contains a small woodland which would be lost if the whole site was developed. The site is not considered suitable for allocation in its entirety in the Neighbourhood Plan on the grounds of amenity impacts from the M5, coalescence and access. However, a smaller amount of development may be suitable for allocation adjacent to the existing built area.</p>		<p>Site has some potential for development subject provision of satisfactory access.</p>	
5	Land north of garden centre, Stourbridge Road	<p>The site availability is not known, therefore it cannot be allocated, only identified as an area for potential development. The site is considered to have a medium/high capacity for development as set out in the Catshill and North Marlbrook Parish Landscape + Visual Sensitivity Capacity Assessment (February 2018). The site is adjacent to the existing built up area, however, it is located on the southern edge of Catshill and is not located within close proximity to local services. The site is considered suitable for identification in the Neighbourhood Plan as an area for potential development, subject to the site being released from the Green Belt.</p>		<p>Medium to high capacity for development which would infill between the edge of the urban area and mixed development to the south. Would have a modest impact on the landscape locally but site is relatively well-contained in long distance views.</p> <p>Mitigation measures would be required to negate any impact on stream course and water vole habitat immediately to east of the site.</p> <p>Access onto Stourbridge Road would be difficult for vehicles given traffic volumes on the road, especially in peak periods and housing is likely to increase traffic flows into core areas of the settlement.</p> <p>If traffic issues and access can be adequately resolved site would have potential for housing use but otherwise unacceptable location for development.</p>	
6	Land at southern end of Woodbank Drive	<p>The site availability is not known, therefore it cannot be allocated, only identified as an area for potential development. The site is considered to have a low/medium capacity for development as set out in the Catshill and North Marlbrook Parish Landscape + Visual Sensitivity Capacity Assessment (February 2018). The site has no direct access to the highway network and would only be able to be allocated if access were to be provided through an adjacent site (e.g. Site 7 or 8).</p> <p>The site is not considered suitable for allocation in the Neighbourhood Plan as an area for potential development on the grounds of access and landscape capacity.</p>		<p>Low to medium capacity for development.</p> <p>Development would result in a modest extension of urban edge to the south with open land to three sides, but area is relatively well-contained in wider landscape. This site would reduce the vulnerable gap to Bromsgrove and have an adverse impact on GB.</p> <p>Small site with issues regarding access unless part of larger development.</p> <p>Site is prone to lying water and mitigation measures would be needed to protect wildlife habitats along stream course which forms western boundary to the site.</p> <p>If direct access to site were possible could possibly be considered for small-scale development.</p>	

7	Land to south of Middle School playing fields	<p>The site availability is not known, therefore it cannot be allocated, only identified as an area for potential development.</p> <p>The site is considered to have a low/medium capacity for development as set out in the Catshill and North Marlbrook Parish Landscape + Visual Sensitivity Capacity Assessment (February 2018).</p> <p>The site has no direct access to the highway network and would only be able to be allocated if access were to be provided through an adjacent site (e.g. Site 8).</p> <p>The site is not considered suitable for allocation in the Neighbourhood Plan as an area for potential development on the grounds of access and landscape capacity.</p>	<p>Low to medium capacity to take development and would see a modest extension of urban edge to the south. This site would reduce the vulnerable gap to Bromsgrove and is in a more prominent position than site 6 immediately to the west, thus its adverse impact on the landscape and GB would be greater.</p> <p>Access only feasible if part of a larger development scheme permitting a link to Milton Road.</p> <p>Unacceptable location for development.</p>	
8	Land at southern end of Milton Road	<p>The site availability is not known, therefore it cannot be allocated, only identified as an area for potential development.</p> <p>The site is considered to have a low/medium capacity for development as set out in the Catshill and North Marlbrook Parish Landscape + Visual Sensitivity Capacity Assessment (February 2018).</p> <p>The site is adjacent to the existing built up area, however, it would be located to the south of the existing built up area and would reduce the gap between Catshill and Sidemoor contributing to the coalescence of the settlements.</p> <p>The site is not considered suitable for allocation in the Neighbourhood Plan as an area for potential development on the grounds of landscape capacity and coalescence.</p>	<p>Low to medium capacity to accept development but access is feasible via Milton Road. This would, however, ensure traffic had to go into core areas of the settlement increasing congestion problems.</p> <p>Open site which is prominent in wider landscape and is one of several fields which help maintain visual separation with Bromsgrove to the south. Development would have a severe impact on the purposes of GB coverage and be likely to increase pressure for development on adjacent fields in due course.</p> <p>Well-used site for informal recreational purposes. Despite being reasonably close to many services and facilities, landscape and GB impact make this unsuitable for development.</p>	
9	Land to south and east of Milton Road	<p>The site availability is not known, therefore it cannot be allocated, only identified as an area for potential development.</p> <p>The site is considered to have a low/medium capacity for development as set out in the Catshill and North Marlbrook Parish Landscape + Visual Sensitivity Capacity Assessment (February 2018).</p> <p>The site is adjacent to the existing built up area, however, it would be located to the south of the existing built up area and would reduce the gap between Catshill and Sidemoor contributing to the coalescence of the settlements.</p>	<p>Low to medium capacity to accept development.</p> <p>Access could be possible via Byron Way although difficult while ensuring traffic through established residential area would increase considerably. Access also possible via Milton Road if used in conjunction with site 8. Traffic would have to go into core areas of the settlement increasing congestion problems.</p> <p>Open site on higher land making it prominent in the wider landscape and is one of several fields which help maintain visual separation with Bromsgrove to the south. Development would have a severe impact on the purposes of GB coverage and be likely to increase pressure for development on adjacent fields in due course.</p> <p>Well-used site for informal recreational purposes.</p>	

		The site is not considered suitable for allocation in the Neighbourhood Plan as an area for potential development on the grounds of landscape capacity and coalescence.		Despite being reasonably close to many services and facilities, landscape and GB impact make this unsuitable for development.	
10	Land adjacent to Cemetery	<p>The site availability is not known, therefore it cannot be allocated, only identified as an area for potential development.</p> <p>The site is considered to have a low/medium capacity for development as set out in the Catshill and North Marlbrook Parish Landscape + Visual Sensitivity Capacity Assessment (February 2018).</p> <p>The site is adjacent to the existing built up area, however, it would be located to the south of the existing built up area and would reduce the gap between Catshill and Sidemoor contributing to the coalescence of the settlements.</p> <p>The site is not considered suitable for allocation in the Neighbourhood Plan as an area for potential development on the grounds of landscape capacity and coalescence.</p>		<p>Low to medium capacity to accept development. Access physically possible to A38 but would introduce more manoeuvring vehicles on very busy main network road. Potentially less likely to mean that traffic from the site would need to go into core areas of the settlement.</p> <p>Open site on higher ground and prominent in the landscape. One of several fields which help maintain visual separation with Bromsgrove to the south. Development would have a severe impact on the purposes of GB coverage and be likely to increase pressure for development on adjacent fields in due course.</p> <p>Impact on, landscape and GB make this unsuitable for development.</p>	
11	Land south of Catshill and west of A38	<p>The site availability is not known, therefore it cannot be allocated, only identified as an area for potential development.</p> <p>The site is considered to have a low/medium capacity for development as set out in the Catshill and North Marlbrook Parish Landscape + Visual Sensitivity Capacity Assessment (February 2018).</p> <p>The site is outside of the existing built up area and would be located to the south of the existing built up area and would reduce the gap between Catshill and Sidemoor contributing to the coalescence of the settlements.</p> <p>The site is not considered suitable for allocation in the Neighbourhood Plan as an area for potential development on the grounds of landscape capacity and coalescence.</p>		<p>Low to medium capacity to accept development. Access physically possible to A38 but would introduce more manoeuvring vehicles on very busy main network road. Potentially less likely to mean that traffic from the site would need to go into core areas of the settlement.</p> <p>Open but isolated site which is in vulnerable gap between Catshill and Bromsgrove. Development would have a severe impact on the purposes of GB coverage and should not be contemplated given the separation of this site from the urban area.</p> <p>Unsuitable for development.</p>	
12	Land to north of Braces Lane, Marlbrook	<p>The site is considered to have a low/medium capacity for development as set out in the Catshill and North Marlbrook Parish Landscape + Visual Sensitivity Capacity Assessment (February 2018).</p> <p>The site is on a plateau and development would be visible from the surrounding area.</p>		<p>Low to medium capacity to accept development but site is well-located in relation to adjacent development in North Marlbrook meaning its impact on the GB would be less damaging than some other options.</p> <p>Topography, however, means development would have a significant impact on the landscape because of the site's prominent location on rising land meaning that visual intrusion would be severe when viewed from Braces Lane and the</p>	

		<p>Land to the south of the site which is not on the plateau has a steep gradient and would be not able to accommodate development without significant ground engineering.</p> <p>The site is not considered suitable for allocation in the Neighbourhood Plan on the grounds of landscape capacity and topography.</p>		<p>area of open space. This would reinforce its impact.</p> <p>Access is a significant problem with new housing introducing extra traffic via a new/modified access point directly onto the A38 which is heavily trafficked. Access issues are compounded by a number of other nearby uses adding to concerns regarding highway safety.</p> <p>If issues could be satisfactorily addressed, limited impact on GB means site could have some potential but only in the event that other sites are not forthcoming.</p>	
13	Land east of housing on Old Birmingham Road	<p>The site availability is not known, therefore it cannot be allocated, only identified as an area for potential development.</p> <p>The site forms part of a larger area which is considered to have a low/medium capacity for development as set out in the Catshill and North Marlbrook Parish Landscape + Visual Sensitivity Capacity Assessment (February 2018). As this site is immediately adjacent to existing built development the capacity for the site to accommodate development is greater than that set out in the aforementioned Assessment.</p> <p>The site is adjacent to the existing built up area.</p> <p>Access could be achieved via a private access/Birmingham Road. However, both private accesses appear to be narrow and it is not clear if they are wide enough to accommodate the development. Further assessment is required.</p> <p>The site is considered suitable for identification in the Neighbourhood Plan as an area for redevelopment, subject to the site being released from the Green Belt and the provision of a suitable access.</p>		<p>Medium capacity to accept development and limited impact on landscape because most of site is well-contained by existing housing to west and landform although southern portion is on rising ground.</p> <p>Would result in a modest intrusion into the countryside and reinforce ribbon development to west.</p> <p>Access to the Old Birmingham Road would be difficult but not necessarily impossible. Nevertheless, a small site which would be difficult to justify because of its overall impact.</p> <p>Unacceptable location for development.</p>	
14	Land adjacent to Marlbrook Lane	<p>The site availability is not known, therefore it cannot be allocated, only identified as an area for potential development.</p> <p>The site is considered to have a low/medium capacity for development as set out in the Catshill and North Marlbrook Parish Landscape + Visual Sensitivity Capacity Assessment (February 2018).</p> <p>The site is adjacent to the existing built up area but would be of a scale and size that would alter the character of the Marlbrook.</p> <p>Development of the site would also result in the coalescence of Marlbrook and Lydiate Ash.</p> <p>Development of the southern part of</p>		<p>Open undulating agricultural land forming part of footslope to Lickey Hills. Low capacity to accept development because of the major impact it would have on the local and wider landscape.</p> <p>Would extend North Marlbrook into open countryside and be unacceptable given the intrusion into the GB.</p> <p>Access could be obtained to Alvechurch Highway but landscape and GB impact make it unacceptable location for development.</p>	

		<p>the site is also considered unsuitable due to access constraints.</p> <p>The site is not considered suitable for allocation in the Neighbourhood Plan as an area for potential development on the grounds of landscape capacity, coalescence and access.</p>			
15	Land adjacent to Marlbrook Lane	<p>The site availability is not known, therefore it cannot be allocated, only identified as an area for potential development.</p> <p>The site is considered to have a low/medium capacity for development as set out in the Catshill and North Marlbrook Parish Landscape + Visual Sensitivity Capacity Assessment (February 2018).</p> <p>The site is outside of the existing built up area and would be of a scale and size that would alter the character of the Marlbrook. Development of the site would also result in the coalescence of Marlbrook and Lydiate Ash. Development of the southern part of the site is also considered unsuitable due to the site not immediately abutting the existing settlement boundary and the provision of a suitable access from Marlbrook Lane which is a narrow country lane.</p> <p>The site is not considered suitable for allocation in the Neighbourhood Plan as an area for potential development on the grounds of landscape capacity, coalescence and access.</p>		<p>Open agricultural land forming part of footslope to Lickey Hills. Low capacity to accept development because of the major impact it would have on the local and wider landscape.</p> <p>Would extend North Marlbrook into open countryside and be unacceptable given the intrusion into the GB.</p> <p>Access could be obtained to Alvechurch Highway or Marlbrook Lane but landscape and GB impact make it unacceptable location for development.</p>	
16	Land to east of Old Birmingham Road, Marlbrook	<p>The site availability is not known, therefore it cannot be allocated, only identified as an area for potential development.</p> <p>The site is considered to have a medium/high capacity for development as set out in the Catshill and North Marlbrook Parish Landscape + Visual Sensitivity Capacity Assessment (February 2018).</p> <p>The site is adjacent to the existing built up area and would be of a scale and size that would alter the character of the Marlbrook. Development would also result in the coalescence of Marlbrook and Lydiate Ash. A smaller amount of development could be considered suitable, i.e. focussing development along the western boundary of the site, fronting onto Birmingham Road. This would continue the ribbon development along</p>		<p>Medium to high capacity to accept development.</p> <p>Limited impact on landscape because the site is well-contained and would infill between existing ribbon development on the Old Birmingham Road.</p> <p>Development would consolidate existing built pattern and while reinforcing northwards edge of Marlbrook it would not seriously compromise GB gap to Rubery/Birmingham to the north. It would, however, threaten coalescence with Lydiate Ash although this would not be significant in isolation if other sites in the vicinity were not built on.</p> <p>Access is not an issue but site is distant from almost all services and facilities meaning it is an unsustainable location.</p> <p>Unacceptable site for development.</p>	

		<p>Birmingham Road, 'infilling' a small gap between residential properties. The site is however fairly remote in terms of proximity to local services and amenities.</p> <p>The site is considered suitable for identification in the Neighbourhood Plan as an area for redevelopment, subject to the site being released from the Green Belt and the scale of development reduced.</p>			
17	Land south of housing on Alvechurch Highway	<p>The site is considered to have a medium/high capacity for development as set out in the Catshill and North Marlbrook Parish Landscape + Visual Sensitivity Capacity Assessment (February 2018).</p> <p>The site is outside the existing built up area and would be of a scale and size that would alter the character of the Lydiate Ash.</p> <p>The site is also fairly remote which would result in an unsustainable form of development.</p> <p>The site is not considered suitable for allocation in the Neighbourhood Plan on the grounds of sustainability and adversely impacting the character of Lydiate Ash.</p>		<p>Site has a medium to high capacity to take development but would consolidate existing development on Alvechurch Highway and, if developed, would increase likelihood of eventual development to the south.</p> <p>In isolation represents a modest intrusion into the countryside and limited threat of coalescence with Rubery/Birmingham but potentially more impact on Lydiate Ash and risk of coalescence.</p> <p>Access could be problematic.</p> <p>Most distant of almost all sites from services and facilities and therefore not a sustainable location in isolation</p>	
18	Land to south of Lydiate Ash Road	<p>The site is considered to have a medium/high capacity for development as set out in the Catshill and North Marlbrook Parish Landscape + Visual Sensitivity Capacity Assessment (February 2018).</p> <p>The site is outside the existing built up area and would be of a scale and size that would alter the character of the Lydiate Ash and result in the coalescence of Catshill and Lydiate Ash.</p> <p>The site is also fairly remote which would result in an unsustainable form of development.</p> <p>The site is not considered suitable for allocation in the Neighbourhood Plan on the grounds of sustainability, coalescence and adversely impacting the character of Lydiate Ash.</p>		<p>Medium to high capacity to take development but in isolation would leave vulnerable gaps to the south which could be targeted for future development.</p> <p>Represents an intrusion into the countryside and damaging to GB interests and consolidating urban form of Lydiate Ash.</p> <p>Access to either A38 or Old Birmingham Road. Former could be feasible via improved junction with Woodrow Lane. Less likely to increase traffic issues in areas of the core settlement.</p> <p>Distant from services and facilities.</p> <p>Unacceptable location for development.</p>	
19	Adjacent to M5 at Lydiate Ash	<p>The site is considered to have a medium/high capacity for development as set out in the Catshill and North Marlbrook Parish Landscape + Visual Sensitivity Capacity Assessment (February 2018).</p> <p>The site is outside the existing built up area and would be of a scale and</p>		<p>Limited impact on landscape because site is contained by buildings at Lydiate Ash and M5. Seen as having medium to high capacity to accept development.</p> <p>Access to A38 would be possible but could be difficult and likely to be unacceptable to the Highway Authority given proximity to nearby junctions and traffic volumes.</p>	

		<p>size that would alter the character of the Lydiate Ash.</p> <p>The site is also remote which would result in an unsustainable form of development.</p> <p>The site is adjacent to the M5 and appropriate mitigation would be required to minimise noise and air pollution on any residential uses.</p> <p>The site is not considered suitable for allocation in the Neighbourhood Plan on the grounds of sustainability, adversely impacting the character of Lydiate Ash and amenity impacts from the M5.</p>		<p>Would consolidate development at Lydiate Ash and represent an intrusion into the countryside. Development would increase risk of incremental schemes linking to main urban area to the south.</p> <p>Distant from services and facilities.</p> <p>Unacceptable location for development.</p>	
20	North side of Woodrow Lane	<p>The site is considered to have a medium capacity for development as set out in the Catshill and North Marlbrook Parish Landscape + Visual Sensitivity Capacity Assessment (February 2018).</p> <p>The site is outside the existing built up area and would be of a scale and size that would alter the character of the Lydiate Ash.</p> <p>The site is also remote which would result in an unsustainable form of development.</p> <p>The site is not considered suitable for allocation in the Neighbourhood Plan on the grounds of sustainability and adversely impacting the character of Lydiate Ash.</p>		<p>Medium capacity to accept development.</p> <p>Site is highly visible from Woodrow Lane and A38 so would introduce urban form into what remains essentially an open area with no visual connection to Catshill.</p> <p>Would intrude into countryside and reinforce urban area of Lydiate Ash.</p> <p>Distant from services and facilities.</p> <p>Potential for development in combination with other sites but resultant scale of development would exceed current requirements.</p>	
21	Land north and east of Woodrow Lane	<p>The site availability is not known, therefore it cannot be allocated, only identified as an area for potential development.</p> <p>The site is considered to have a medium capacity for development as set out in the Catshill and North Marlbrook Parish Landscape + Visual Sensitivity Capacity Assessment (February 2018).</p> <p>The site is outside the existing built up area and would be of a scale and size that would alter the character of the northern part of Catshill.</p> <p>The site is also remote which would result in an unsustainable form of development.</p> <p>The site is not considered suitable for allocation in the Neighbourhood Plan as an area for potential development on the grounds of sustainability and adversely impacting the character of the northern part of Catshill.</p>		<p>Medium capacity to accept development</p> <p>Development would extend Catshill to the north and increase risk of coalescence with Lydiate Ash but pose little threat to the gap with Rubery/Birmingham.</p> <p>Site is readily visible from A38 and would introduce buildings into a location where there are largely open long-distance views.</p> <p>Not acceptable to develop in isolation because of threat to open land to west and south which would be vulnerable to long term development but could be considered as part of a larger scheme if needed.</p> <p>Distant from most services and facilities.</p> <p>May have potential for development in combination with other sites</p>	
22	Land to east of Woodrow Lane	<p>The site is considered to have a high capacity for development as set out in the Catshill and North Marlbrook Parish Landscape + Visual Sensitivity Capacity Assessment (February 2018).</p>		<p>Medium to high capacity to take development.</p> <p>Site would abut existing edge of urban area and have minimal impact of wider landscape because it is well-contained by the landform.</p>	

		<p>The site is adjacent to the existing built up area and access could be provided from Woodrow Lane, avoiding the arterial A38 Birmingham Road.</p> <p>The site is reasonably located in terms of proximity to existing services and amenities.</p> <p>The site is considered suitable for allocation in the Neighbourhood Plan, subject to the site being released from the Green Belt.</p>		<p>While extending Catshill to the north, the site would have little impact on the gap to Rubery/Birmingham and not seriously threaten coalescence with Lydiate Ash.</p> <p>Access to Woodrow Lane feasible and improvements to junction with A38 could help to divert traffic away from core parts of the settlement. Within reasonable range of a number of services and facilities.</p> <p>High potential for development.</p>	
23	Land west of Woodrow Lane (northern section)	<p>The site is considered to have a medium capacity for development as set out in the Catshill and North Marlbrook Parish Landscape + Visual Sensitivity Capacity Assessment (February 2018).</p> <p>The site is outside the existing built up area and has no direct access to the highway network. It could only be brought forward as part of a wider development with Site 24.</p> <p>The site is fairly remote in terms of proximity to existing services and amenities. The site is also adjacent to the M5 and appropriate mitigation would be required to minimise noise and air pollution on any residential uses.</p> <p>The site is not considered suitable for allocation in the Neighbourhood Plan on the grounds of access, sustainability and amenity impacts from the M5.</p>		<p>Medium to high capacity to take development.</p> <p>Site would be separate from the built-up area to the south and result in a noticeable expansion of the settlement leaving a vulnerable gap to the south if developed in isolation. The existing gap to Rubery/Birmingham would not be significantly affected but coalescence with Lydiate Ash would be increased. Development would have some impact on the landscape but the site is reasonably well-screened by frontage development along Woodrow Lane and the topography.</p> <p>Access to Woodrow Lane is possible and improvements to junction with A38 could help to divert traffic away from core parts of the settlement. Somewhat distant from a number of services and facilities.</p> <p>Development should only be considered in conjunction with land to the south, if needed.</p>	
24	Land west of Woodrow Lane (southern section)	<p>The site is considered to have a medium/high capacity for development as set out in the Catshill and North Marlbrook Parish Landscape + Visual Sensitivity Capacity Assessment (February 2018).</p> <p>The site is adjacent to the existing built up area.</p> <p>The site is adjacent to the M5 and appropriate mitigation would be required to minimise noise and air pollution on any residential uses. To further mitigate this development could be focussed along its eastern boundary.</p> <p>The site is considered suitable for allocation in the Neighbourhood Plan, subject to the site being released from the Green Belt and further information is provided with regard to the pollution emitted by the M5 and the likely impacts it would have on the any future occupiers.</p>		<p>Medium to high capacity to take development.</p> <p>Development would extend the urban area to the north and intrude into the countryside. Nevertheless this would have little impact on the gap to Rubery/Birmingham or seriously diminish the gap to Lydiate Ash. Development would have a noticeable impact on the landscape from locations in the immediate vicinity although it is reasonably well-screened by frontage development along Woodrow Lane and the topography.</p> <p>Access to Woodrow Lane is possible and improvements to junction with A38 could help to divert traffic away from core parts of the settlement. Somewhat distant from a number of services and facilities.</p> <p>Potential for development depending on level of housing need.</p>	
25	Land west of Wildmoor Lane adjacent to M5	<p>The site availability is not known, therefore it cannot be allocated, only identified as an area for potential development.</p>		<p>Medium to high capacity to accept development and would have a negligible effect on the landscape or the GB because of its containment by other development and the M5.</p>	

		<p>The site is considered to have a medium/high capacity for development as set out in the Catshill and North Marlbrook Parish Landscape + Visual Sensitivity Capacity Assessment (February 2018).</p> <p>The site is adjacent to the existing built up area.</p> <p>The site is adjacent to the M5 and appropriate mitigation would be required to minimise noise and air pollution on any residential uses.</p> <p>The site is considered suitable for allocation in the Neighbourhood Plan as an area for potential development, subject to further information being provided with regard to the pollution emitted by the M5 and the likely impacts it would have on the any future occupiers.</p>		<p>Access could be difficult given proximity to road bridge and limited site lines onto Wildmoor Lane.</p> <p>Small site but reasonably close to services and facilities.</p> <p>If access issues could be resolved site has development potential.</p>	
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