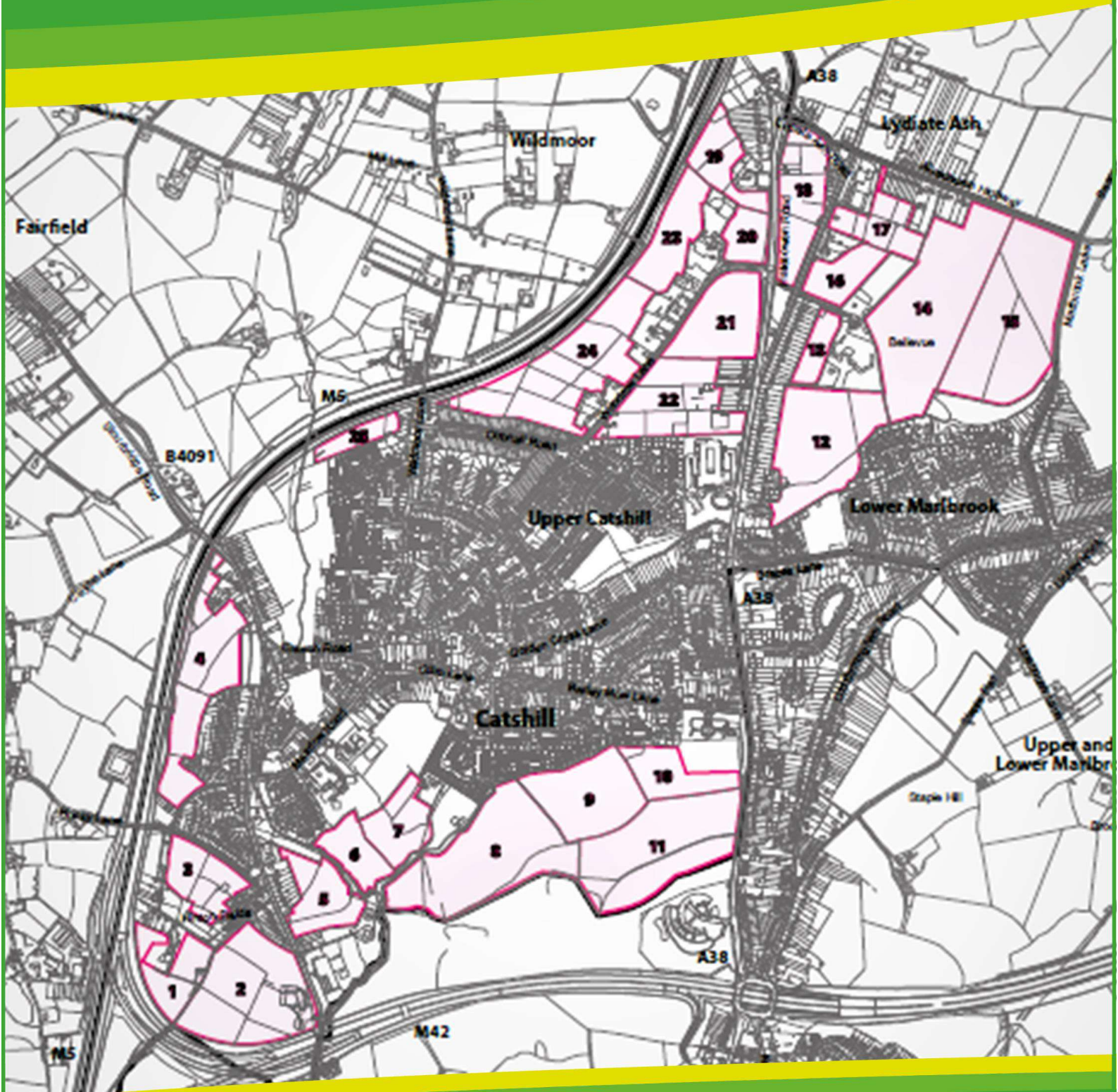


APPENDIX 7 – SITE ASSESSMENT



Housing Site Assessment by NP Housing Group

1. Introduction

1.1 The National Planning Policy Framework (NPPF) provides communities with the opportunity to influence the future form, scale and location of development in their area by producing a Neighbourhood Plan (para. 29). Once in place the policies in a Neighbourhood Plan (NP) take precedence over any existing non-strategic policies for the area until they are superseded by other plans (para. 30).

1.2 National Planning Policy Guidance (NPPG) says that NPs can allocate sites for housing use even in circumstances where the local planning authority is unable to indicate the level of future housing required in the area or an indicative figure of likely need. To be able to do this it is necessary for the NP body to undertake an appraisal of the options and an assessment of individual sites against identified criteria (para. 105).

1.3 A site assessment study is intended to identify which sites are best placed to accommodate development. These will generally be those parcels of land that are in the most sustainable locations and ones which adhere to the principles in national planning guidance and the strategic policies of the local authority's local plan.

1.4 Supporting evidence needs to show what sites were examined, how each was assessed and the comparison made between them, leading to the identification of preferred locations for future development. This evidence will need to be sufficient and adequate to be endorsed by the local authority before being considered by an independent Examiner.

2. Background

2.1 Increases in population and social change have been important factors in creating the demand for more housing across the country. This has led to sites in urban areas, including previously developed land (brownfield sites), being used for housing and increasing the pressure on local authorities to find undeveloped (greenfield) land. These pressures are now affecting locations currently in the green belt, including those in Bromsgrove District where all land outside urban areas is covered by Green Belt designation.

2.2 The current Bromsgrove Local Plan (BLP) proposes that 7,000 dwellings should be provided in the period 2011 – 2030. Sites to accommodate over 60% of these were included in the BLP, a number of these being located on the periphery of Bromsgrove Town. Land was also required for a further 2,300 dwellings, the majority of which were to be found in or around the District's six larger settlements outside Bromsgrove Town. The intention is that this housing will be built in the period from 2023 to 2030. Catshill is one of the six identified settlements (Policy BDP 2.1).

2.3 Bromsgrove District Council has not provided a definitive housing target for any of the larger settlements and matters have been further complicated by the possibility that the District may have to meet some of the housing needs of the Conurbation Authorities (Birmingham and the Black Country). In the absence of other options this has led the Council to undertake a detailed study of Green Belt land to identify where boundaries could be adjusted to meet such needs. The decisions to be made by the District Council on a future strategy could also have implications for the outstanding target (2,300) and the options and choices of locations to satisfy housing requirements.

2.4 The pressure on the District Council to identify further housing land was an important factor in the decision taken by the Catshill and North Marlbrook Parish Council (PC) to produce a Neighbourhood Plan (NP). It is inevitable that the Parish will have to accommodate new housing but rather than seeing it imposed on the community by the District Council with limited opportunity to engage in the decision-making process, it was decided that the NP process offered the chance for local people to have a greater say in the future planning of the Parish.

3. Local Circumstances

3.1 The 20th century saw the expansion of the Parish from its origins as a small collection of properties in the countryside to the north of Bromsgrove into a coherent settlement.

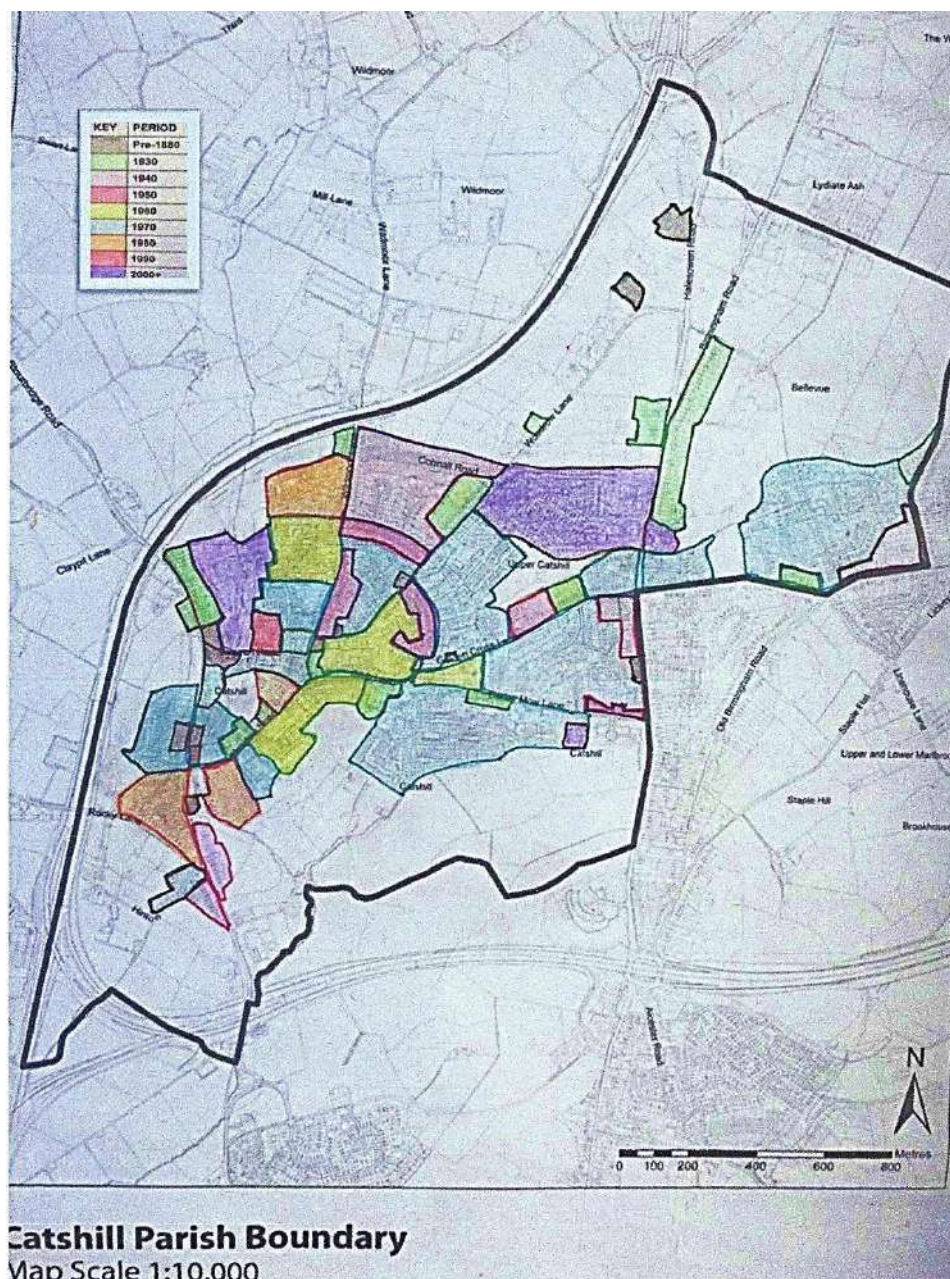


Fig 1

3.2 Most of the growth in the Parish has taken place since the Second World War as is illustrated by the accompanying map (Fig 1). The introduction of Green Belt legislation after the war helped to restrict the amount of development and has prevented coalescence with adjacent settlements.

3.3 In the last decade the need for housing has seen the development of a former Green Belt site off Church Road. This was allocated in the Bromsgrove District Local Plan (BDLP) adopted in 2004. In producing its most recent version of the Local Plan, the District Council examined potential sites in both Catshill and Marlbrook as part of a Strategic Housing Land Availability Assessment (SHLAA)¹. A

¹ Bromsgrove District Council Strategic Housing Land Availability Assessment, September 2015 (updated August 2018)

number of landowners have also expressed interest, both historically and more recently, in the use of their land for housing purposes.

3.4 As it is uncertain how much land is needed the NP Steering Group agreed that, as a starting point, it should initially endeavour to find a similar proportion of the land required as the five other larger settlements which face the same housing pressures. This would require approximately 400 dwellings in the Parish assuming no other sites came forward.

4. Housing Land Survey

Initial Site Identification

4.1 An initial survey was undertaken in November and December 2017 of all open land outside the built-up areas of Catshill and North Marlbrook. Every individual field was assessed from the nearest public access point such as roads, footpaths or public open spaces. A total of 70 land parcels were identified. A summary of these parcels together with a map showing the location of each area can be found in section A at the end of this appendix.

4.2 Areas of similar character were combined to provide 25 sites of varying form and sizes as possible locations for new housing (Fig 2). The delineation of sites made use of existing boundaries wherever possible and avoided land with known constraints such as stream courses, wildlife corridors, play areas, cemeteries, garden curtilages etc. It was acknowledged that the boundaries chosen for some sites could be different depending on how they were sub-divided and amalgamated. Nevertheless, the chosen sites were considered to represent a reasonable range of different sized land parcels that could accommodate a variety of dwellings.

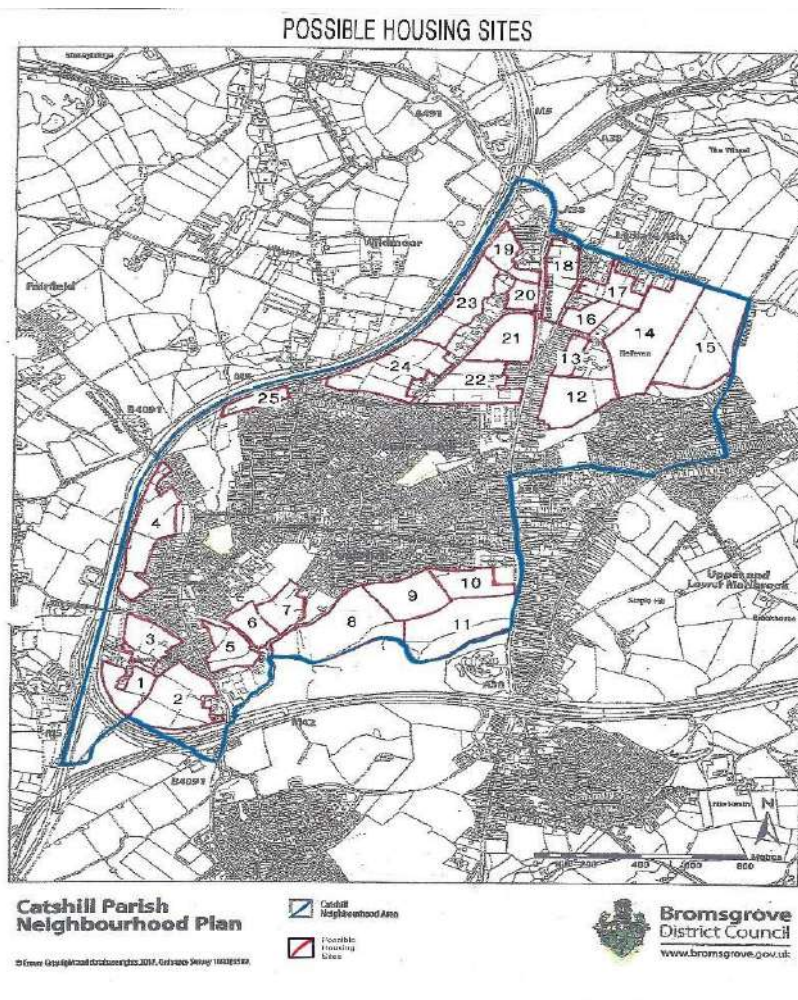


Fig 2

The Factors involved in Site Selection

4.3 The identification of sites was guided by the views expressed by residents through the first round of consultation exercises and exhibitions. These showed that traffic issues were the main concern for a majority of residents. The number of vehicles passing through Catshill, especially at peak periods, was a particular problem and one made worse because Catshill has become part of an informal highway route for people wanting to gain access to the M5 motorway at junction 4 (and vice versa) from the south and west of Bromsgrove. These 'rat-running' movements together with traffic calming, safety measures and insufficient local parking featured prominently in the responses received.

4.4 Residents generally accepted that housing was needed but they were not convinced that the parish could accommodate a large number because this would mean altering Green Belt boundaries and could threaten the separate identity of the settlement. These views, together with the feedback from the initial consultation, led the NP Steering Group to identify a number of objectives that were intended to guide the approach to housing in the NP. These objectives were as follows:

- Ensure alterations to Green Belt boundaries are defensible in the longer-term;
- Maintain separation with Bromsgrove by keeping the main gap between the town and Catshill free from development (this is a smaller and thus more significant gap than the much wider gap to the north with Rubery and Birmingham);
- Advocate more than one location for new housing in light of questionnaire responses (seeking more but smaller sites) while recognising that a multitude of small sites is impractical and would be unlikely to secure financial contributions or infrastructure improvements that can be delivered by larger housing schemes;
- Limit new development in North Marlbrook unless development thresholds justify the provision of new/ improved services;
- Prioritise sites likely to limit the movement of traffic through the Parish (major issue from questionnaire responses);
- Avoid sites where access to the main road system could exacerbate congestion, highway safety and/or is close to other significant sources of vehicular movements;
- Seek improvements to bus services, particularly in North Marlbrook and encourage alterations to routes and additional or relocated bus stops to better serve the community;
- Encourage measures by the Highway Authority to reduce traffic flows through the Parish by more appropriate signage, speed restrictions, weight limits and similar measures;
- Have due regard to the outcome of the Landscape Character Assessment study and topography in relation to all development proposals;
- Ensure protection and enhancement, wherever possible, of existing green spaces;
- Promote measures to protect and support wildlife, including green corridor linkages, throughout the Parish;
- Ensure development does not add to known flooding risks in the Parish.
- Secure adequate provision of community facilities and services for youths and elderly people.

The Selection Process

4.5 Following residents' comments, it was acknowledged that it was important to minimise the threat of coalescence by avoiding large-scale developments in the south of the parish given its proximity to Bromsgrove Town. It was also vital to ensure the final choice of sites led to revised Green Belt boundaries that were as strong as possible and did not leave adjacent land vulnerable to speculative development.

4.6 A sustainability appraisal was carried out for each site to assess its suitability. This examined the likely impact of development on the purposes of the Green Belt, the effect of traffic generated by such development, potential access to the site, likely environmental consequences and proximity to services and facilities. Access from sites to either the primary or secondary road network was judged to be an important factor in the site selection process because many residents referred to the difficulty of gaining access onto the A38 and Stourbridge Road. In addition, the findings of a Landscape Character and Capacity Study (Appendix 3) was instrumental in identifying potential landscape impacts. Information on ground and surface water flooding came from a Flooding Hydrology Survey (Appendix 4).

4.7 This work provided the basis for assessing, as objectively as possible, which sites scored well against the sustainability criteria and met most of the principles referred to above. Eight factors were chosen and each site scored from 1 – 5 (1 = poor, 5 = good). No one factor, at this stage, was weighted as being more important than any other and from the results it was apparent that there was only a marginal difference between several sites.

Sustainability Factors

4.8 The following factors were considered for each of the identified components:

GB Impact: A site which extended the existing GB boundary into open countryside but left adjacent areas vulnerable to speculative development would score poorly. Sites where development would be well contained would, by comparison, score highly.

Green Belt Separation: One of the fundamental purposes of the Green Belt is to prevent settlements coalescing. For this reason sites in the southern part of the parish were regarded as more sensitive than sites to the north because the physical gap between Bromsgrove to the south is small while that to Rubery to the north is more substantial.

Traffic: Where development was considered likely to lead to an increase in traffic through core areas of Catshill or North Marlbrook it would score poorly. Conversely, if a site was likely to divert traffic towards the primary highway network and minimise movements in the main parts of the parish, this would score more highly.

Access: Sites which were difficult to access or egress were more likely to exacerbate vehicle flows along key routes and would score less well than sites where access would not involve direct connections to the primary road network.

Landscape Characteristics: Scores for landscape components were taken from a study carried out by an independent company for the NP Group. Vulnerable landscapes scored poorly in comparison to less vulnerable ones.

Environment: Sites were assessed on whether they were likely to be detrimental to wildlife habitats e.g. water voles, as well as the risk of possible flooding. The latter assumed that no attenuation measures were put in place although it was noted that flooding/hydrology issues did not vary significantly so was unlikely to influence the choice of preferred sites.

Sustainability The distance and ease of access to facilities and services was considered. These included shopping facilities, GP surgery, dentist and schools. All potential land lies in peripheral locations with none ideally located close to all services and facilities. A few sites were slightly closer to some facilities but many were sufficiently distant to mean that people were more likely to get to them by car. Distances were measured from the approximate centre of each site

Site Size: Consultation responses suggested that residents would prefer to see smaller rather than larger sites. Adopting this approach has disadvantages, however, because it reduces the ability to obtain financial contributions from developers and/or off-site improvements. This is because small sites are normally less profitable. Sites were therefore identified of different sizes with the smallest and largest sites scoring more poorly.

Initial Housing Site Comparisons

Sites	GB Impact	Traffic	Access	Landscape	Environment	Sustainability	GB Separation	Site Size	Total
1	1	3	3	3	3	2	1	3	19
2	1	3	3	3	3	2	1	4	20
3	4	3	3	4	3	2	4	3	26
4	4	2	1	4	3	2	4	4	24
5	4	4	4	4	2	2	4	4	28
6	3	3	3	2	1	2	3	2	19
7	3	3	2	2	2	2	3	3	20
8	3	1	3	2	2	3	1	4	19
9	3	1	2	2	4	3	1	4	20
10	3	3	2	2	4	2	1	4	21
11	2	3	2	2	4	2	1	4	20
12	4	2	2	2	4	3	4	4	25
13	4	3	2	2	4	2	4	2	23
14	1	4	3	2	3	2	1	2	18
15	1	4	3	2	4	2	1	2	19
16	4	4	4	4	4	2	3	3	28
17	3	4	4	2	4	2	3	3	25
18	4	4	4	4	4	2	3	3	28
19	3	4	1	4	4	2	1	2	21
20	3	4	4	3	4	2	2	2	24
21	4	4	4	3	4	2	3	4	28
22	5	4	5	5	4	2	5	4	34
23	3	4	3	2	4	3	3	4	26
24	5	4	5	4	3	3	5	4	33
25	5	2	2	4	3	2	5	1	24

5. Initial Results

5.1 The outcome of this process led to the identification of land adjacent to the northern edge of Catshill as the least damaging area for new housing. Sites 21, 22 and 24 would extend the settlement into an area of existing Green Belt but at locations where the threat of coalescence would be limited locally to the buildings at Lydiate Ash. A modest 'outward' expansion from the existing urban edge would minimise the risk of adjacent land being subject to speculative development by avoiding the creation of 'pockets' of unused land between new and existing building. A further potential advantage of these sites was that access could be made to Woodrow Lane rather than the A38. An improved junction between the two roads could also help reduce traffic speeds on the A38 while providing better and safer access.

5.2 Two smaller sites on the southern edges of Catshill capable of providing a modest number of dwellings (sites 3 and 5) were well-contained by existing development meaning their loss would not have serious implications for the Green Belt. While contributing to residents' suggestions that a number of smaller sites were desirable, it was recognised that both presented difficulties because access onto the Stourbridge Road was needed but where traffic volumes made this problematic.

5.3 A further two sites (nos. 16 and 18) were included as possible options in the event that significantly more land was needed. This would provide some housing in North Marlbrook which could become part of a larger scheme centred around a new junction on the A38. The economies of scale associated with such development might allow for the provision of one or more local services. While this option was considered unlikely it was one which it was felt should be tested through further consultation.

6. Second Phase Consultation

6.1 The results from the second round of consultation held in June and July 2018 broadly confirmed previous findings. The main issue that concerned householders was the amount of traffic passing through the village. Their opposition to future housing development was in part due to the likelihood that traffic problems would get worse with more houses. Between a quarter and a third of respondents were opposed to new housing although no site was rejected by a majority of residents.

6.2 As a result of the consultation findings further consideration was given to the choice of housing sites. It became clear that the District Council had reservations concerning the intention of the NP Group to include housing allocations in the NP particularly as it was not in a position to reject or endorse any options. The Council felt that the uncertainty over housing numbers, the way in which they might be distributed and the need for it to carry out a fundamental review of green belt boundaries meant that the NP should be delayed.

6.3 In view of these reservations the NP Steering Group decided that further work should be carried out to augment the existing information on housing sites through a number of additional studies.

Call for Sites

6.4 A 'call for sites' initiative was undertaken inviting landowners/agents to submit more detailed information in relation to their land interests. A number of written submissions were received and respondents were invited to disclose further details or make presentations to members of the NP Steering Group. Two sessions took place in October and November 2018. This information was used to review the original comparison scores for all the sites shown in fig 2 above.

Independent Site Assessment

6.5 Using government support for neighbourhood planning through 'Locality' a separate assessment of housing land was carried out by an independent firm of consultants (AECOM) in Summer 2019.² This took as its starting point the 25 sites identified by the NP Group, examining each in turn, against standard sustainability criteria. The study did not consider in any detail the impact of site development on the purposes and function of the Green Belt, nor did it take into account traffic volumes and movement through the parish. Nevertheless, the findings broadly corresponded to a majority of those reached by the NP Group with minor differences between the two studies. A more detailed comparison of these is provided in Appendix 10.

Housing Needs Assessment

6.6 In the absence of an indicative figure from BDC for likely housing requirements for the Parish it was decided to commission a study of housing needs (Appendix 8). This was also carried out by AECOM immediately after the site assessment (Autumn 2019). The purpose of this study was to provide an estimate of the likely housing requirement figure (HRF) in accordance with national policy and best practice and the type of dwellings required to satisfy local needs. BDC indicated that it had no objection in principle to this work although it was agreed that any HRF subsequently provided by BDC would supersede the AECOM calculation.

6.7 Having regard to the population and dwelling numbers and characteristics of the Parish, an estimate of the number and type of housing required was provided. This took into account the relative sustainability of the parish against the other five identified settlements in the BLP and had regard to dwellings already built during the current plan period (2011 – 2030). This suggested a residual

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)

requirement for 257 dwellings for the remainder of the plan period with an emphasis on the provision generally of both smaller and affordable housing to address the changes seen since the turn of the century in the Parish's demographic profile. Detailed information is provided in Appendix 8.

Housing Design

6.8 A further study was commissioned in Winter 2019/20 to examine local design and to provide information on design features and issues for consideration in future development (Appendix 13). This work was undertaken by a design team in AECOM which made use of the results of the Landscape and Visual Sensitivity Capacity Assessment (Appendix 3) and had regard to open space provision and patterns of connectivity across the Parish. It should be noted that the results of this work had no direct bearing on the choice of preferred site locations.

District Council Green Belt Review and Call for Sites Exercise

6.9 The District Council published its initial strategic review of Green Belt land at the beginning of 2020. This study examined broad blocks of land across the District, with the intention of determining areas which had a strategic Green Belt role as opposed to those where its function could be regarded as more localised. The results of this work showed that the Parish had three strategic Green Belt areas; to the north (C1), the east (C2 – part only) and the south (C12). Of these, C1, was seen as the less significant in the wider contribution it made to Green Belt interests.³

6.10 The Council also undertook a 'Call for Sites' exercise in Autumn 2019. The response (see fig 3) shows the potential pressure on the parish from landowners who are willing to release their land for development. It does not mean that these are sites the District Council may wish to exploit but it justifies the Parish Council's decision to ensure a NP is put in place.

³ Bromsgrove District Council – Green Belt Purposes Assessment: Part 1 August 2019

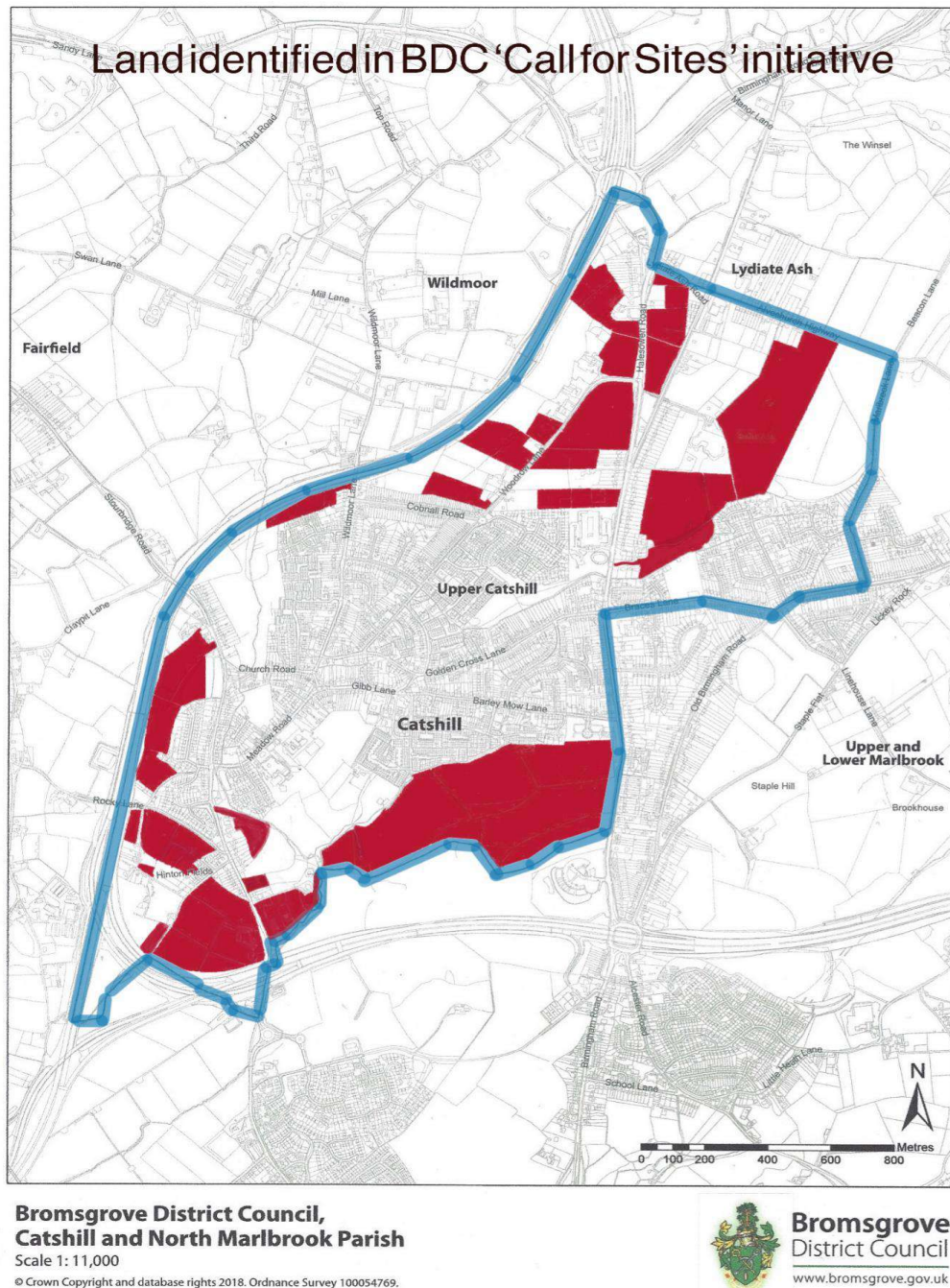


Fig 3

Planned Developments in Bromsgrove Town

6.11 The impact of further housing in the Parish is also compounded by the implications of planned development on the western edge of Bromsgrove. Two areas were 'safeguarded' for future use in an earlier local plan (BDLP, 2004) and were brought forward as allocations in the 2017 BLP as part of the housing provision to be made by 2030 (Land at Perryfields Road and Land off Whitford Road). These sites are expected to deliver approximately 1800 dwellings with the former also providing some employment land. At present both sites are the subject of planning applications. Transport consultants have modelled likely traffic generation which suggests that approximately 32% of vehicles from these developments will utilise the route through Catshill to access the A38 and the M5 motorway. Such a significant increase in vehicular movement, especially during peak periods, will add to existing flows on Stourbridge Road and other main roads through the core of Catshill. It is not

inconceivable that these estimates may be exceeded. The likely increase in traffic volumes reinforces the issues of access associated with potential housing sites on the south-western edge of Catshill.

Outcomes

6.12 The work carried out by AECOM on behalf of the NP Group together with other issues and information gained since the original site assessment study was undertaken has seen some revisions to earlier ideas. A comparison of the results of the two site assessment studies is shown in fig. 4 below. A more detailed commentary is provided in Appendix 10.

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 to west of Stourbridge Road, Catshill	7.61	Yellow	Red
3	Land at Hinton Fields	3.1	Green	Red
4	Land off Westfields	6.51	Yellow	Yellow
5	Land north of garden centre, Stourbridge Rd	3	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 Alvechurch Highway	10.5	Red	Red
15	Land adjacent to Marlbrook Lane	10.1	Red	Red
16	Land east of Old Birmingham Rd, Marlbrook	2	Yellow	Red
17	Land south of housing on Alvechurch Highway	2.71	Red	Red
18	Land south of Lydiate Ash Road	4.42	Red	Red
19	Adjacent to M5 at Lydiate Ash	2.55	Red	Red
20	Land on 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 adjacent to M5 off Wildmoor Lane	1.24	Yellow	Yellow

6.13 Having regard to the site assessments and housing need studies which were undertaken, the NP Group concluded that sites 3, 5, 16, 18 and 21 could no longer be supported. The further detailed assessments that have been carried out suggests a lower level of housing would be needed while the concern regarding sites off the Stourbridge Road has been reinforced by the potential

implications for greatly increased traffic movements associated with planned developments in Bromsgrove.

6.14 Both site assessments concluded that site 22 was the most suitable site for housing use. Similarly, sites 4 and 24 were seen as having potential subject to suitable mitigation measures. Both studies also identified site 25 as providing an opportunity for modest infill development subject to access issues being resolved. The site is well-contained by existing housing and provides an opportunity to secure an important link in an improved green infrastructure network.

6.15 None of these sites would lead to more traffic feeding directly onto those parts of the road network where existing volumes create significant problems. The impact on the Green Belt of all four sites would be modest and none are excessively distant from most local services and facilities.

6.16 Nevertheless, in view of continuing concerns raised by the District Council, the NP Steering Group decided that the NP should no longer identify specific site allocations. Instead, a policy has been proposed limiting new residential development to land identified for release following the District Council's Green Belt Review or, where it involves the redevelopment of land that is not in the Green Belt. In the former instance, regard should be had for the most vulnerable parts of the Parish's Green Belt and the landscape and, in both cases, further residential development should minimise the exacerbation of existing traffic problems.

7. Conclusions

7.1 Work undertaken to identify possible sites for future housing in the parish showed there were locations that were more suitable than others. In particular, there are sites where development could take place that would have only a modest impact on the purposes of Green Belt designation. Similarly, the studies showed that some locations were less likely to seriously detract from traffic movements than others. Similar conclusions were reached on the impact on both the local and the wider landscape.

7.2 Nevertheless, in the absence of a precise or indicative figure for the amount of housing the parish is required to accommodate for the period to 2030 it is difficult either to allocate or recommend sites for housing purposes. 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.

SECTION A

Original land parcels identified as potential housing use

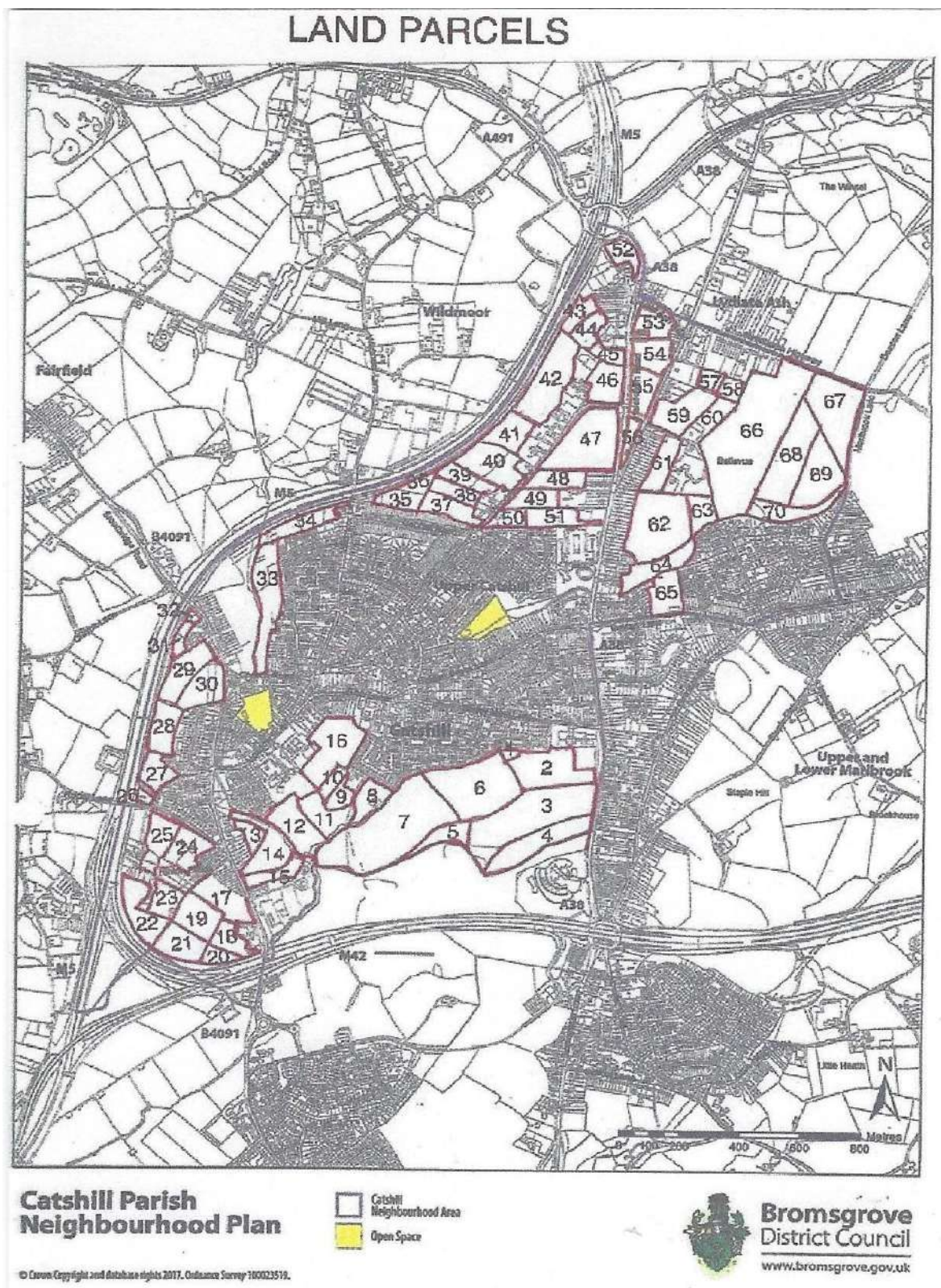


Fig 4

Individual Land Parcels in Catshill and North Marlbrook Parish		
Ref	Location	Description
1	Glade to NW of Site 2	Small secluded parcel of land contained by hedgerows to east, west and south and fences of rear gardens of houses off Byron Way to north. Land slopes down from south to north. Footpath formed across centre of site but relatively underused. Noise from M5. Access gained via other fields only.
2	Adjacent to cemetery	Large open area with rounded top on western half dropping significantly to southern boundary hedgerow. Northern boundary part hedgerow and fencing (latter to housing infill at Foxtail Place. Cemetery in north-east corner with extension immediately to the south. A38 to east which is readily visible from top of site. Noise from M5. Number of footpaths across site especially the peripheral areas. Views to Rough Hill Wood and rising land towards Lickey can be seen from high land with part views across Catshill and sections of South Marlbrook.
3	Field immediately east of A38 and south of Site 2	Large but relatively narrow field extending from A38 towards the west with copse adjacent to south-west corner. Slight fall from A38 to the west but generally flat although it rises from south to north close to northern hedgerow. Access gained via other fields and/or A38. Used for cereal crops and seeded. Noise from M5, A38 and M42. Overlooked by housing opposite A38. Lower lying area so views out are restricted but views are possible of western edge of Catshill where land rises. Footpath runs across site north to south and is well used to connect between Catshill and Junction 1 of M42 or links to other footpaths.
4	Immediately North of Office Complex	Land rises from north to south towards employment/office area. In agricultural use and seeded as for site 3. Hedges to west, north and south with copse in western corner. Site is low down so limited views out. Noise from M42, M5 and A38. Footpath crosses site north/south and also central part up to A38 across the middle of the field. Latter not well used unlike former. This goes around western edge of office complex. Overlooked in part by office complex and to lesser extent from south Marlbrook.
5	Central portion of land north and west of Copse	Fairly flat field with eastern and northern hedgerows still in place. Now open to the south where the boundary has been removed so field runs as far as M42 embankment which is highly visible (including vehicles). In agricultural use and seeded. Noise from M42 and M5. Views to west to Worms Ash aerial but otherwise reasonably well contained. Access from other fields only. Green Belt issues because no boundary until M42. Footpath runs across eastern edge from south to north.
6	Large field south of Spencer Walk	Large open area with good views of Malverns to the south-west and to the north across Catshill. Rounded top to topography on eastern side with land falling towards the west. Strong hedgerow to the east with other hedgerows to the south and west. Housing bounds site to the north. Rough land well used for informal walking with number of informal tracks across and particularly around periphery of the site. Noise from M5. M42 highly visible to the south. Access gained via

		other fields with main access either from A38 or from extension to Milton Road.
7	Field south of Milton Road	Rounded central area to field which drops away to the west, north and south. Hedges to all sides except for western portion which is in agricultural use. Otherwise rough pasture and not used for any formal purpose but contains a number of well-trodden routes well-used by dog walkers. Footpaths also around periphery of site. Views of Worms Ash (part) and Catshill (limited) and also south Marlbrook. M42 highly visible. Noise from M42 and M5. Access from other fields and possibly Catshill edge.
8	Field west of Milton Road	Play Area
9	Fields west of Milton Road (extends into site 11)	Strong hedges to north, east and south. Appears to form one field in conjunction with site 11 (unlike boundary division shown on OS map). Steady fall from east to west. Covered by rough pasture and use is unclear. Noise from M5. Well contained site. Access unclear. Footpath along south-east edge running from cycle path towards the Dock. Post and rail fence to western boundary.
10	Field west of Milton Road	Slopes from north to south slightly. Shrubby land and not appearing to be used. Noise from M5. Hedgerows around site. Access potentially possible from site 9.
11	Fields west of Milton Road (extends into site 9)	Strong hedges to north, east and south (latter adjacent to cycle path). Appears to form one field with site 9 (unlike boundary division shown on OS map). Slight fall from east to west. Covered by rough pasture and use is unclear. Noise from M5 to west and north. Well contained site. Access unclear. Footpath along south-east edge running from cycle path towards the Dock. Post and rail fence to western boundary.
12	Field south of Woodbank Drive	Open field with housing to the north. Hedges to west and south (cycle path) and partly along northern boundary. Used for grazing (mainly sheep). Stream along western boundary with potential flooding and wildlife issues. Standing water not uncommon during heavy rain. Access could come from Woodbank Drive but may have capacity issues from County Highway perspective. Well contained site. M42 embankment visible and noise from M5 and M42 depending on wind direction. Slight slope from north to south.
13	Land off Stourbridge Road	An area of high land with flatish top which drops down to Stourbridge Road. Appears to be used for residential purposes with houses fronting Stourbridge Road. Grass is roughly cut and part of site is given over to a football pitch. Trees planted on site making the area look like it is set out as extended curtilage to dwelling(s). Access possible via Stourbridge Road but would be more sensible to combine with one or more sites to south. Hedges to east and south and copse to north. Noise from M5 and Stourbridge Road but well-contained site.
14	Land off Stourbridge Road	Slopes from north to south and also down to Stourbridge Road from where access would be possible. Elevated area currently used for stabling and keeping horses. Hedges to east, north and south with road to west. Noise from M5 and Stourbridge Road. Houses visible on Stourbridge Road and farm buildings beyond but otherwise a well-

		contained site. Ditch and stream on eastern edge with likely wildlife potential. Footpath follows eastern edge.
15	Land between cycle path and Stourbridge Road	Slight slope from north to south. Strong evergreen tree boundary to south and hedgerows to north and east. Stream in north-east corner. Footpath connects to cycle path and runs across eastern part of site before turning north to eventually connect with the Stourbridge Road. Houses on Stourbridge Road are visible but otherwise a site well-contained by the topography. Access feasible via Stourbridge Road. Site used for grazing, mainly sheep and is in use. Noise from M5 and possibly from Stourbridge Road. Would also be affected by M42 noise.
16	Land to rear of Schools off Meadow Road	Playing fields to Catshill First and Middle Schools.
17	Land immediately south of Hinton Fields	Land slopes down from north-west to south-east. Grassed field with modest field boundaries to east, west and north and flimsy one to south before the farm. Set to rough pasture and used for grazing and again affected by road noise from M42 and Stourbridge Road.
18	Land to west and rear of Washingstocks Farm	In agricultural use and relatively flat and being used for grazing sheep. Also used for cattle. Therefore in agricultural use. Low hedges to the west, post and rail fence and hedge to Stourbridge Road. Low hedge to south and flimsy hedge to the north. A footpath goes along the southern edge of the site which runs into Site 19. Noise from M42 and Stourbridge Road.
19	Land to west of Site 18	Land drops noticeably from western edge to east. In agricultural use and used for grazing sheep and cattle. Modest hedgerows to all sides. A footpath goes along the southern edge of the site and continues through Site 18 to the Stourbridge Road. Good views to east and north, less to the south. Noise from M42 and M5 and junction between them is highly visible.
20	Land south of Washingstocks Farm	Small triangular field with low hedges to north and west and motorway embankment to the south. Used for grazing sheep and cattle. Relatively flat and well contained. Noisy.
21	Land adjacent to slip road between M5 and M42	Land slopes down from the west towards the farm. Strong boundaries to south adjacent to slip road. Hedge to the east, north and west and motorway embankment to the south.. Grassed and animals have been grazed on it previously. Affected by noise particularly from the M5/M42 and their junction.
22	Immediately north-east of slip road between M5 and M42	Irregularly shaped field which is relatively flat and rough grazed. Next to what appear to be agricultural barns and has various agricultural buildings which may be shelter for pigs. Decent hedgerow to west, small one to south and buildings to east. No known footpaths. Noise from M5 and slip road.
23	Land to west of Site 19	Land relatively flat and lies above M5. Has two large greenhouses, sheds and other paraphernalia and in use for growing crops possibly as part of a smallholding/allotments. Once again affected by noise particularly from the M5.
24	Land to south of Rocky Lane	Site 24 runs into site 25 with possible ditch separating the two fields. Grassed and appears to be in use as pasture land. Drops dramatically

		from west to east and to some extent to the south. No footpaths across it. Affected by noise from M5 but possibly the topography helps to mask it to some degree. Views out to the east and south.
25	Land to south of Rocky Lane	Site 25 runs into site 24. Grassed and appears to be in use as pasture land. Drops dramatically from west to east and to some extent to the south. Affected by noise from M5 but possibly the topography helps to mask it to some degree. Views out to the east and south and possibly to the north but limited.
26	Land to rear of property on Rocky Lane and opposite Hinton Fields road.	Modest parcel of land probably attached to property on Rocky Lane. Hedgerows to east and west. To north boundary formed by pair of semi-detached properties with Rocky Lane to the south. Relatively flat. Noise from M5. Most likely treat as a potential brownfield site.
27	Land alongside M5 and north of Rocky Lane	Undulating and drops from south into a dip before rising again to the north. Appears to be a house in the dip. Grassed over and has a single horse so probably used for keeping horses. Silver birch trees to west, small hedge to the north, stronger hedge-line to east and access to pair of semi-detached houses to the south. Well-contained by high land to the north. No obvious footpaths crossing the site and noisy given its proximity to the M5.
28	Land alongside M5 and west of houses on Westfields	Next to M5. Decent hedgerows to east and west. Drops from north to south to houses in dip of site 27 before climbing up to pair of semis at southern end of site 27. Down to rough pasture. Appears to be a footpath along the western boundary but probably not a public footpath. Public footpath does run along northern edge of site but area is open and continues into site 30. This footpath connects to Stourbridge Road and a footbridge over the M5. Views to east and to office complex next to junction 4 of the M5. Views to north-east over Catshill and longer distance wider views to the south. Noise from M5.
29	Land alongside M5 and north of Site 28	South-west corner covered by coppiced trees which extend down as far as Plough and Harrow pub. Otherwise unkempt undergrowth. Footpath along southern edge of site (as per site 28).
30	Land immediately west of Cemetery	Effectively is a continuation of Site 28, rough pasture and coppiced trees of site 29 to the western flank. Relatively flat on the top part of the site but drops steeply towards the cemetery to the east. Footpath runs along southern boundary of site down to Stourbridge Road. Views to Romsley Hill to the north and Lickey Hills to the north-east. To the east some views from the top of the site across Catshill. Affected by noise from M5.
31	Land to rear of garage on Stourbridge Road.	Effectively one field of rough pasture. Western edge lies alongside M5. Access potentially possible from the rear of some residential properties on Stourbridge Road and via, what appears to be a series of farm sheds. Well contained by coppiced trees to south, hedges to west and buildings to east. Noise from M5.
32	Land on south-western corner before bridge over M5.	A small piece of land immediately off the Stourbridge Road well-contained by hedgerows all round especially as it lies at a lower level than the Stourbridge Road. Noise from M5. Direct access would be a problem given proximity of road bridge and levels but too small to be particularly useful by itself. (see also site behind it – Site ref 31)

33	Land off Cowslip Close, Church Road	Flat, wet area which has been set-aside for nature and flood drainage purposes (not known whether it is a formal SUD). Noise from M5 very noticeable given its proximity. Reasonably well-contained with M5 to north, houses to east, church and houses to west and Church Road to the south. Unlikely to be any potential for housing purposes given that part of original site has been used for this purpose.
34	Land to north of Mayfield Close	Open field running along southern embankment of M5. Generally flat. On southern edge rear of properties in Mayfield Close provide boundary and those on Wildmoor Lane bound the eastern edge. To west is an area of tree covered land either side of Battlefield Brook. Therefore possibly wildlife issues on this western edge. Not clear what site is being used for but could be used for grazing purposes. Known attempt to seek planning permission in past. Access possible from Wildmoor Lane but proximity to motorway bridge may mean there are sight line problems.
35	Land to east of Wildmoor Lane immediately south and east of bridge over Lane	Track from Woodrow Lane appears to give access to site which is divided into four parcels internally divided by post and rail fencing. Substantial hedgerow to east and rear of properties on Cobnall Road to south. Northern flank adjacent to embankment to M5. Western area adjacent to some buildings which appear to be stabling for horses which is what area seems to be used for.
36	Land adjacent to M5	Site appears to form part of embankment to M5 although it extends in a triangular form further to the east than other parts of the embankment. Largely dominated by modest tree cover. Not appropriate location for development.
37	Land to rear and north of Cobnall Road	Open field of rough grazing. Relatively flat. Used for sheep in past and in agricultural use. Hedge and properties front site on eastern side with trees and hedge forming western boundary. Hedge with intermittent trees to north and similar bordering rear of properties on north side of Cobnall Road to the south. Noisy because of proximity to M5. See also site 38 and 39.
38	Land north of Site 37	Similar to field 37 and 39 in form and function. Low hedgerows to east, north and south with a number of trees in latter. Western boundary adjacent to embankment rising to M5. Embankment has tree and under-storey vegetative cover. Site probably used for grazing.
39	Land north of Site 38	Similar to field 37 and 38 in form and function. Low hedgerow to the south while northern and eastern boundary appears to be simple ditches. Links to open field to east behind property on Woodrow Lane. Western boundary adjacent to embankment rising to M5. Embankment has tree and under-storey vegetative cover. Site probably used for grazing.
40	Land north of Site 39	Open field which appears to be continuation of sites 37, 38 and 39 in being used for grazing. Part of eastern boundary contained by tree line and part open although remnants of a ditch may be present. Ditch forms southern boundary with site 39. Low hedgerow to north and embankment to M5 to west. Access would come from other fields. Appears to be in agricultural use.
41	Land east of M5 and north of Site 40	Hedgerows to west and south and more substantial one to the north with some birch trees present. Not clear if field is used for agriculture but

		noisy and access would have to come from other fields or from Woodrow Lane across another field.
42	Land east of M5 and north of Site 41	Large site alongside M5. Topography varies as land dips from the north to south then rises and drops again. In agricultural use and planted up at time of visit (Nov 2017). Embankment hedgerow on west to M5 and reasonable hedgerow to north. Northern part of eastern boundary is formed of strong tree cover which shields properties to the east. Southern part of this eastern boundary seems to be more open backing onto commercial premises off Woodrow Lane. Southern boundary has a partial boundary line of trees. Access probably from one of the gaps along Woodrow Lane frontages.
43	Land adjacent to M5 and west of buildings fronting A38 and close to junction 4 of M5	Similar topography to site 44. Footpath around periphery of site but land appears to be unused and down as rough grazing. Strong hedgerow/tree line to the north and reasonable one to the west although it is possible to see vehicles on the M5. Hedgerows also to south and east. Access gained from other fields only. Enclosed site well-contained by vegetation. Noise from M5
44	Land to south-west of buildings fronting A38 and close to junction 4 of M5	Flat field well-contained by hedges to all sides. Rear of properties to north-east are visible. Set down as rough pasture with informal footpath around periphery of site. Noise from M5.
45	Land immediately west of A38 and north of site 46	Flat, unused field down as rough grazing. Strong holly infused hedge to south and reasonable one to east along A38. Deciduous tree/shrub line to the north with houses and barns beyond it. Small hedge to the west. Access probably most likely from site 44 but again theoretically possible from A38. Well contained by hedgerows. Paths around periphery of site and public footpath along southern edge given access to A38. Noise from M5 and A38
46	Land to north of Woodrow Lane prior to its junction with A38	Flat field bounded by A38 to the east and Woodrow Lane to south. Residential properties form part of boundary to west. Low hedgerow to A38 and more substantial treed line to north with evergreen tree/shrub coverage to west. Recently ploughed but has been used for grazing sheep. May be about to be seeded. Access possible from Woodrow Lane (less likely from A38 but physically possible). Reasonably well-contained site. Houses to west hidden by vegetation. Properties further to the north but again hidden by the hedgeline. Noise from M5 and from A38, particularly at peak times from latter. Footpath runs along western edge of site.
47	Land bordered by Woodrow Lane and A38	Large site captured by Woodrow Lane to west and north and A38 to east. Strong hedgerow to the south and low hedgerows to western and northern flanks as well to eastern edge to some extent. Dips down towards the south and west. In agricultural use and appears to have been seeded. Easy access via Woodrow Lane and, if necessary, A38. Traffic visible on A38 and likely to be a source of noise as well as that from M5.
48	Land immediately south of Site 47	Field slopes steadily upwards towards the A38 and the rear of properties which border it. Strong boundary hedgerow to south and reasonable ones to north and west and one on eastern edge forming boundary to gardens of A38 properties. Vegetation left to grow and therefore very rough land. Access possible off Woodrow Lane. Noise from M5 which would be visible

		from higher part of site. Reasonable longer distance views likely to the south towards the Malverns.
49	Land off Woodrow Lane and north of sites 50 and 51	Land rises gently towards the east where there is a decent hedgerow. Also hedgerows to north, south and west. Gate off Woodrow Lane provides access. Very rough unkempt land covered in brambles at time of visit. Has not been in use for some time. Views to housing estate to south and longer distance views in the same direction. From higher part of the site likely to be views to the hedgerow bordering the M5 where it is possible to see passing traffic. Noise from this road as per usual.
50	Land to north-west of Thirsk Way	Field is relatively flat with modest hedgerows to north and south. Low hedge to east divides field from site 51. To west house and vehicles adjacent to Woodrow Lane restrict views into sites. Appears to be used in part for storing vehicles. Noise from M5. Access would be possible directly or indirectly from Woodrow Lane.
51	Land to north of Chepstow Drive	Field is relatively flat but rises slightly towards the A38. Reasonable hedgerows to north and south. Low hedge to west. To east sight lines largely cut off by boundary trees to property nearer to A38. To west house and vehicles adjacent to Woodrow Lane partly shield views of site. Used for keeping horses and has stables within it. Noise from M5. Access would be possible indirectly from Woodrow Lane or possibly via Thirsk Way or Chepstow Drive.
52	Adjacent junction 4 of M5	Land part of Lydiate Business Park and comprised of manicured grass. Rises from buildings towards A38 and drops down to M5. Access off A38 via existing route. Noisy because of A38, M5 and junction 4. Air quality could also be an issue. Hedgerow around periphery of site except for converted buildings sited on southern edge.
53	Land parcel off Lydiate Ash Road	Scrubby area of land forms northern part to 53 with hedges to south, north and west and east. Access from Lydiate Ash Road. Southern part of 53 an open area of grass but not clear what it is used for. Relatively flat site with possible housing potential.
54	Land east of A38 approaching junction 4 of M5	Used for keeping horses and sub-divided into parcels to allow horses to be moved around. Rises slightly from west to east. Hedges and trees to A38 (west). Small hedge to north and to the east where it abuts relatively new properties on Old Birmingham Road. More substantial hedge to the south. Access possible via A38 but more likely off Old Birmingham Road.
55	Land between A38 and Old Birmingham Road	Flat area of land in agricultural use and recently ploughed. Strong hedgerows to west, north and south and lower one to east adjacent to Old Birmingham Road. Footpath runs outside southern edge of site. Noise from M5 and A38.
56	Land between A38 and Old Birmingham Road south of site 55	Triangular and flat piece of land with northern half covered in trees and undergrowth. Southern part contains a property. Footpath runs outside northern edge of site. Noise from M5 and A38.
57	Land behind properties on Alvechurch Highway and north-east of site 59	Relatively flat site which rises gently from west to east. Used for keeping horses with corrugated iron shed/stable on part of field. Hedgerows to north, west and south. Division with field 58 achieved by a post and rail fence. Footpath runs diagonally across the area from south-west to north-east. Access would probably have to come from Alvechurch Highway or from site 59 if this was used. Noise from M5.

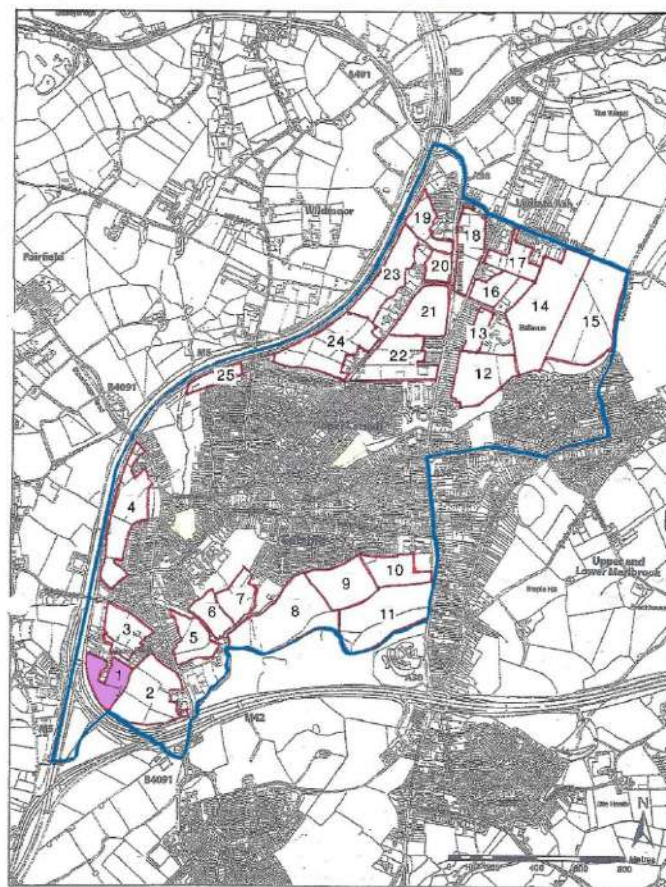
58	Land behind properties on Alvechurch Highway and north-east of site 59 and east of Site 57	Effectively a continuation of Site 57 and similarly used for keeping horses. Hedgerows to north, east and south. Division with field 57 achieved by a post and rail fence. Access would probably have to come from Alvechurch Highway or from sites 57/59 if these were used. Noise from M5.
59	Land east of Old Birmingham Road	Reasonably large area below level of Old Birmingham Road but rising slightly towards the east. Strong boundary hedgerows to east and south, lesser so to the north-west where there are some properties fronting Old Birmingham Road. Footpath runs across northern fringe of site. May have been grazed in past but no obvious use at moment. Access via Old Birmingham Road. Noise from M5.
60	Land to east of Site 59	Land drops from north to south with substantial tree line forming western boundary. Trees also on eastern side and substantial hedge to north. Southern boundary a modest hedge separating field from house and garden. Post and rail fence in centre dividing field into two. Could be in use keeping horses with a shed nearer the southern end of the site. Access could be achieved from other fields although currently a track runs from the Old Birmingham Road to the houses and then gives a route into the field. No known footpaths. Views to the west towards higher land at Fairfield. Can hear M5 traffic and see vehicles travelling along Old Birmingham Road.
61	Land behind housing on Old Birmingham Road	Land rises steeply from north to south with copse on southern flank surrounding a property. Rear gardens of houses on Old Birmingham Road form the western boundary of the field and track from this road provides a northern limit. A reasonable hedgerow runs along the eastern edge (N.B. Field is larger than area shown on plan). Appears to be in agricultural use. Access via track or possibly from A38 track – see site 62.
62	Field to east of properties on Old Birmingham Road	Field rises steeply from south to north and appears to be separated from site 61 by a track giving access to house amongst trees on hilltop. In agricultural use. No footpaths. Access would potentially be possible via track from A38/Old Birmingham Road junction or via site 61.
63	Field on northern edge of Cottage Lane, Marlbrook and east of southern portion of Site 66	Land rises sharply from its eastern boundary at southern end of site 66 and is bounded by hedgerows to east, south and north with copse on hilltop to the north. No footpaths and access most likely from sites 66 or 62. Noise from M5.
64	Land parcel between Four Oaks Drive and Cottage Lane, Marlbrook	Field with treed-lined southern flank with stream following this edge. Scrubby land elsewhere except along northern edge which has rough grass. In some respects a continuation in form of site 70.
65	Land off Braces Lane	Playing field with play area in north-west corner and small car park and changing rooms on southern edge.
66	Field between Alvechurch Highway and northern edge of Marlbrook	Large field rising from the west to a central knoll towards the east and dipping slightly to the south. Strong hedgerow to west. Low hedgerows to other flanks. Access from Alvechurch Highway. From higher parts of the site outlook to the west towards the Malverns and over Marlbrook to the south. To the north the rising land towards the Lickey Hills is visible but although large the site is relatively well-contained. Traffic can be seen on the Alvechurch Highway from most parts of the site and noise can be heard from M5 except from lower southern part of the site where the topography helps to mask it. In agricultural use and has been seeded.

67	Land south-west of junction between Alvechurch Highway and Marlbrook Lane	Open field with low hedges to north, west and south. Eastern hedge runs along Marlbrook Lane but is poor with gaps in it but also some deciduous trees. Relatively flat although site slopes from north to south with more noticeable dip towards the south-east. Views to the Malverns to the south-west and limited ones up the slope to the north towards the Lickey Hills. Can see housing in Marlbrook to the south and hear the M5. Access can be gained from a gate off Alvechurch Highway and a route for farm vehicles runs along the western side into site 68. Rough pasture and probably in agricultural use but not clear what it is or has been used for.
68	Land to south of site 67	Continuation of the rough pasture in field 67 with farm vehicle route in latter continued along western edge. Low hedges to north and west with some trees incorporated into hedge line towards southern end of western hedgerow. Southern edge appears to be open to field 70 although there may be a ditch separating the two. There is a continuation of the steady slope from north to south although it dips on its southern edge. Good views to south, west and south-west as well as uphill towards the Lickeys. Noise from M5
69	Land at north-east corner of Marlbrook Lane where urban area stops	Like fields 67 and 68 area is down to rough grazing. Access in north-west corner. Low hedge to west and north, the latter with a few trees. Triangular shape of field means eastern edge runs into southern one and these are delineated by a tree belt on the northern flank of site 70. Land drops to the south and east. Motorway noise but reduced by topography of high land to west.
70	Field to north of Merrill Gardens, Marlbrook and Marlbrook Lane.	'Banana' shaped field screened by trees on its southern flank and partly on its northern one. Appears to be left to 'nature' with stream along its southern edge.

SECTION B

Individual Site Assessments

Site Ref: 1 Location: Land at southwestern end of Hinton Fields



**Catshill Parish
Neighbourhood Plan**



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Gross Area: 2.4ha

Current Use: Site may be in use for agricultural purposes

Planning Status

Greenfield	Brownfield	Other (short description)
X		

SHLAA Ref: None

Physical Attributes

Topography: Land rises from south east to north west

Vegetation Cover: Appears to be pasture but with some large sheds/buildings on part of site

Attribute		Brief Description
Listed Building (or impact upon)		None present
Nature Interest		Unknown
TPO		None
Flood Risk (and category)		No known flood risks; Zone 3 Ground Water Protectio
Rights of Way on site		None
Agricultural Land Quality		Grade 3 – Moderate to Good
Social or Community Value		None
Contamination		Not known.
Infrastructure Issues		None known
Air Quality		Below the Annual Mean Objective level. Close proximity to M5/M42 Motorways
Noise		Lden levels 60 – 65 dBA over 24 hour period

L

Suitability

Factor		Comments
Physical Access		Access presently from bridleway although route through to Hinton Fields may exist. Difficulties accessing Stourbridge Road because of high traffic volumes
Access Options		Access for development purposes may be possible especially if developed in conjunction with adjacent land to south east
Proximity to built-up area		Immediately adjacent to built-up area on Southwestern edge of Catshill
GB Impact		Development would extend Catshill to the south and consolidate limited development off Hinton Fields. In reducing gap to Bromsgrove to the south would threaten important gap GB gap. Would represent an intrusive development into countryside
Defensive GB boundaries		Reasonably well contained by development to north but otherwise open site although topography would help to reduce its impact close to the site
Flood Risk Constraints		None known
Landscape Impact		Moderate impact on landscape because site is on crest of land to west of Catshill. Medium capacity to accept some development.
Ecological Constraints		Not known
Heritage Restrictions		None
Site Size		Small to medium-sized site with potential for up to 70 dwellings
Density Restrictions		None

Proximity to Facilities and Services

Facility	Distance (metres)	Comments
Main shopping area/Post Office	1390	
Closest mini-supermarket	1390	
Doctor	1770	
Dentist	1500	
Chemist	1190	
First School	1320	

Middle School		820	
Bus Stop		490	
Open Space/Recreational Area		970	
Footpath/Cycle route		90	

Availability: Small part of eastern edge of site identified as available in BDC 'Call for Sites' exercise

Landowner/Developer Interest: Unknown

Ownership Type:

Comments

A small area of elevated land on the southwestern edge of Catshill where development would be prominent. This site contributes to maintaining the openness of the vulnerable Green Belt gap between Catshill and Bromsgrove and preventing coalescence between the settlements. Use of this site would necessitate adjacent land parcels being brought forward to enable access to be improved. The traffic generated would, however, increase existing issues on the Stourbridge Road, including entry onto that road, especially at peak periods.

Summary

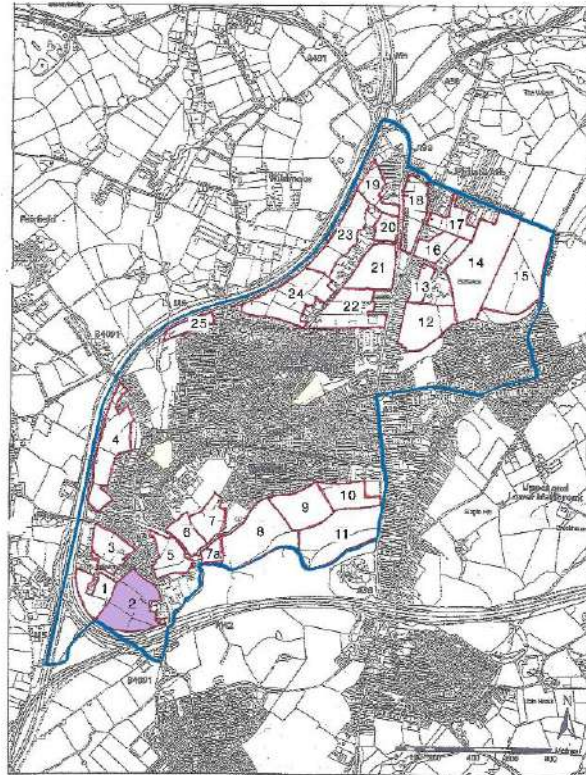
Assessment Factors	
GB Impact	Significant because of reduction in Green Belt gap
Visual Impact	Development would be obvious from wider distance views
Landscape Capacity	medium
Flood Risk Issues	none known
Heritage conflicts	none
Sustainability	Distant from most facilities and services
Nature Conservation Conflicts	Unknown
Traffic - access	access to Hinton Fields may be possible but access onto Stourbridge Road would exacerbate traffic conditions
Traffic - core settlement impact	Would be likely to have some impact on traffic movements through core areas
Deliverability	Unknown
Site Size	neither excessively large or small
Infrastructure constraints	No known constraints
Overall Suitability	Damaging to Green Belt and traffic-related issues

Key

Potentially Acceptable	
Potential Issues	
Unacceptable	

Site Ref: 2

Location: Land to the west of Stourbridge Road, Catshill



Catshill Parish
Neighbourhood Plan

 Bromsgrove District Council
 Bromsgrove District Council

 Bromsgrove District Council
www.bromsgrove.gov.uk

Gross Area: 7.4 ha

Current Use: Site is occupied by Washingstocks Farm and is also used for animal grazing

Planning Status

Greenfield	Brownfield	Other (short description)
X	X	Majority of site is open land but farm buildings occupy eastern fringes of site

SHLAA Ref: Not included in SHLAA

Physical Attributes

Topography: Land rises from Stourbridge Road towards the west

Vegetation Cover: Mainly pasture land other than farm buildings with veteran trees (oak) and hedgerows

Attribute		Brief Description
Listed Building (or impact upon)		None present
Nature Interest		Limited – 3 veteran oaks and continuous hedgerows
TPO		None known
Flood Risk (and category)		Slight overland flow risk to northern boundary – field drain
Rights of Way on site		Footpath 510b follows southern of site along the motorway embankment. Bridle path 509c runs along of western boundary
Agricultural Land Quality		Grade 3a south east and 3b to north west
Social or Community Value		None
Contamination		Not known but unlikely given long term agricultural use of site.
Infrastructure Issues		PRoW

Suitability

Factor		Comments
Physical Access		Access to Stourbridge Road
Access Options		Access would be possible to Stourbridge Road but potential conflict with nearby land uses and issues arising because of high traffic volumes.
Proximity to built-up area		On south-west edge of built-up area of Catshill
GB Impact		Development would extend Catshill to the south and south-west into the limited gap to Bromsgrove leading to coalescence by a southern extension of buildings, notwithstanding the physical barrier of M42 motorway. Also represents intrusion of building into the countryside
Defensive GB boundaries		Well contained by existing development to north and roads to east and south. Boundary hedgerow to west while rising land prevents views of site from beyond M5 motorway
Flood Risk Constraints		Lies in Zone 2 and partly (eastern edge) Zone 1 of Groundwater Source Protection Zones
Landscape Impact		Moderate impact on landscape because of change in character reinforcing urban form to north. Medium capacity of site to accept development.
Ecological Constraints		Not known
Heritage Restrictions		None
Site Size		Large site with potential for up to 200 dwellings
Density Restrictions		None

Proximity to Facilities and Services

Facility	Distance (metres)	Comments
Main shopping area/Post Office	1350	
Closest mini-supermarket	1400	
Doctor	1710	
Dentist	1450	
Chemist	1290	
First School	1250	

Middle School		800	
Bus Stop		200	
Open Space/Recreational Area		900	
Footpath/Cycle route		100	

Availability: Site known to be available

Landowner/Developer Interest: Yes

Ownership Type: Single ownership

Comments:

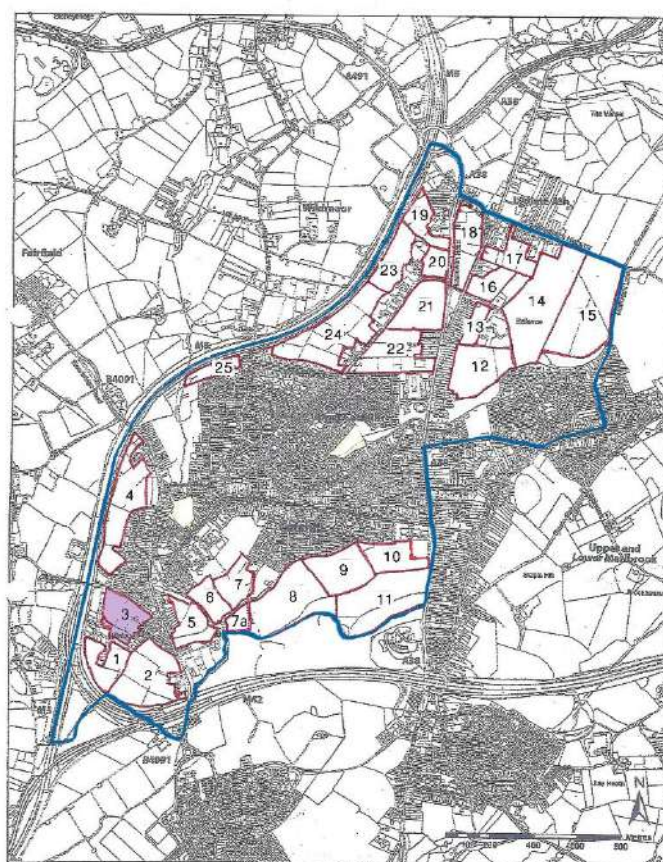
The primary reasons against development at this location are the adverse impact on the Green Belt (threatening coalescence and merging with Bromsgrove) and exacerbating vehicular numbers on a heavily trafficked road (Stourbridge Road). This is part of an unofficial by-pass of Bromsgrove Town linking the south and west of the town to junction 4 of the M5 motorway. Furthermore, access onto the Stourbridge Road would be difficult because of the level of traffic and the presence of other access points/road junctions in the vicinity of this land.

Summary

Assessment Factors	
GB Impact	Significant impact on limited gap between settlements
Visual Impact	Moderately high
Landscape Capacity	medium
Flood Risk Issues	none known
Heritage conflicts	none
Sustainability	Distant from a number of services and facilities
Nature Conservation Conflicts	None
Traffic - access	access to Stourbridge Road potentially problematical
Traffic - core settlement impact	would exacerbate traffic volumes on Stourbridge Road and likely to increase movements through core areas of Catshill
Deliverability	no known difficulties
Site Size	Large
Infrastructure constraints	No known constraints
Overall Suitability	Harm to Green Belt purposes and an increase in traffic levels would be likely to increase movements through Catshill. Unacceptable location

Key

Potentially Acceptable	
Potential Issues	
Unacceptable	



**Ceteshill Parish
Neighbourhood Plan**



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Gross Area: 3.2 ha

Current Use: Part in use for grazing and keeping horses; northern part maintained as garden land

Planning Status:

Greenfield	Brownfield	Other (short description)
X		

SHLAA Ref: Not included in SHLAA

Physical Attributes

Topography: Land slopes steeply from northwest to southeast and north to south

Vegetation Cover: Used as grazing land

Attribute		Brief Description
Listed Building (or impact upon)		None present
Nature Interest		Potential for wildlife habitats especially on northern hedge line boundary next to Rocky Lane
TPO		None known – semi-mature tree plantation to south of site
Flood Risk (and category)		Localised surface water flows across site from Rocky Lane
Rights of Way on site		None
Agricultural Land Quality		Grade 2 in north; 3a in south
Social or Community Value		None
Contamination		None but within Zones 2-3 of Groundwater Source Protection Zone
Infrastructure Issues		None known

Suitability

Factor		Comments
Physical Access		Access from Hinton Fields
Access Options		Access/egress has to be made from Stourbridge Road which is difficult because of traffic volumes especially, but not exclusively, at peak periods.
Proximity to built-up area		Existing development to north and east with frontage properties on Hinton Fields meaning site is largely enclosed
GB Impact		Development would consolidate built-up area by infilling open area between existing housing. Containment of site would help reduce impact on Green Belt.
Defensive GB boundaries		Well contained by existing development with location negating further threats to GB
Flood Risk Constraints		Overland flow surface water issues would need addressing
Landscape Impact		Local views of site hindered by existing development but site is highly visible from motorway. Would have little impact on the landscape generally and therefore regarded as having a medium to high capacity to accept development.
Ecological Constraints		Mitigation measures may be required to ensure existing wildlife habitats are not compromised by development.
Heritage Restrictions		None
Site Size		Small site with potential for up to 80 dwellings
Density Restrictions		Development should have regard to existing dwellings in locality

Proximity to Facilities and Services

Facility	Distance (metres)	Comments
Main shopping area/Post Office	1270	
Closest mini-supermarket	1300	
Doctor	1640	
Dentist	1370	
Chemist	1210	
First School	1200	
Middle School	850	

Bus Stop		320	
Open Space/Recreational Area		820	
Footpath/Cycle route		160	

Availability: Identified as available in BDC 'Call for Sites' exercise

Landowner/Developer Interest: None expressed

Ownership Type: Unknown

Comments:

A small site well-contained by the topography and existing housing on its southern and eastern sides. Consequently, its impact on the Green Belt would be limited. However, access would be via Hinton Fields onto Stourbridge Road which is difficult, especially at peak periods, because of existing traffic volumes. Development would also add to vehicular movements on a key route through Catshill in order to gain access to the schools, shops and the M5 motorway.

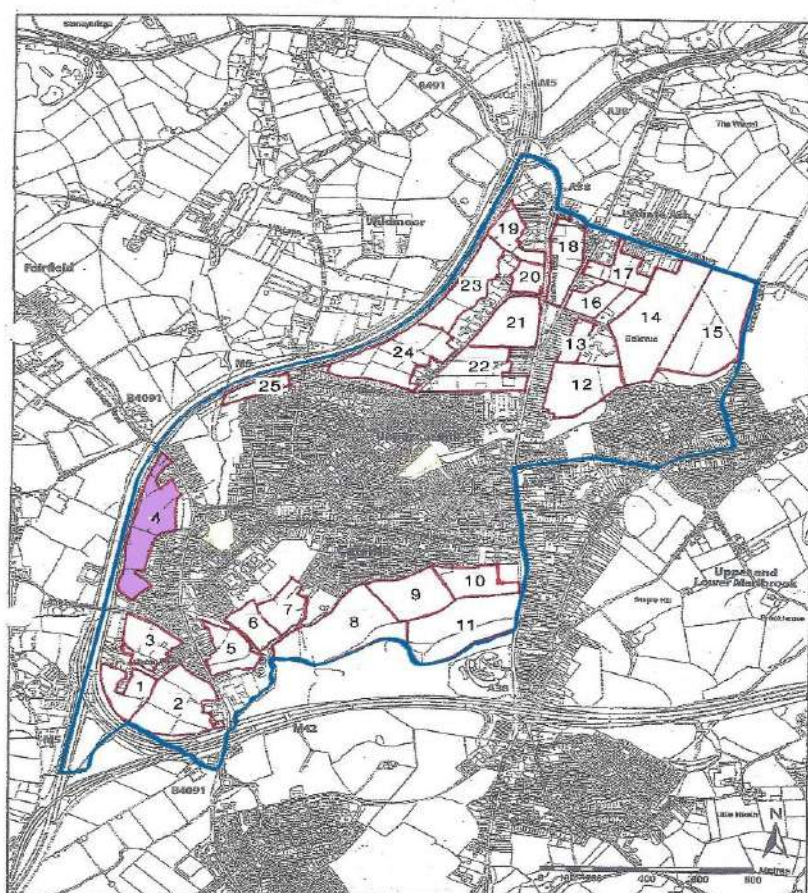
Summary

Assessment Factors	
GB Impact	Consolidation of development but well contained site
Visual Impact	Medium
Landscape Capacity	Medium to high
Flood Risk Issues	Surface water issues require addressing
Heritage conflicts	none
Sustainability	Distant from a number of services and facilities
Nature Conservation Conflicts	Need to consider mitigation measures
Traffic - access	access to Stourbridge Road is difficult because of traffic volumes and nearby junction
Traffic - core settlement impact	Likely to increase traffic movements through Catshill and exacerbate volumes on Stourbridge Road
Deliverability	Unknown
Site Size	Small site
Infrastructure constraints	No known constraints
Overall Suitability	Would have a limited landscape and Green Belt impact given infill characteristics of the site but access is a significant issue which renders sites unacceptable

Key

Potentially Acceptable	
Potential Issues	
Unacceptable	

Site Ref 4 Location: Land off Westfields Road



**Catshill Parish
Neighbourhood Plan**

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**Bromsgrove
District Council**
www.bromsgrove.gov.uk

Gross Area: 6.5 ha

Current Use: Mainly rough pasture with some wooded areas to north

Planning Status:

Greenfield	Brownfield	Other (short description)
X		

SHLAA Ref: BDC96

Physical Attributes

Topography: Undulating with some flat areas in elevated position running above but alongside M5.

Vegetation Cover: Largely left as rough pasture with horses grazed on part of site. Wooded area towards northern end of site

Attribute	Brief Description
Listed Building or impact upon	None present
Nature Interest	Potential habitats for birds and mammals across site. Mitigation measures likely to be required
TPO	Not known. Extensive coppice to north (rear of Plough and Harrow PH) and adjacent motorway embankment. Christ Church graveyard to east with mature deciduous trees to boundary
Flood Risk (and category)	Site in Flood Risk Zone 1 (low risk) but small area in NE corner of site potentially subject to surface water flooding
Rights of Way on site	Footpath 526b traverses from motorway bridge to Stourbridge Road near to the centre of the site and footpath 523b runs along southern boundary of site
Agricultural Land Quality	Between categories 2 and 3 i.e. good quality agricultural land
Social or Community Value	None
Contamination/	Not known but unlikely
Infrastructure Issues	None known

Suitability

Physical Access		Access obtainable from Stourbridge Road. Potential for secondary access via Westfields
Access Options		Access possible to Stourbridge Road but potential safety issues regarding speed of traffic and sight lines. Emergency access feasible via Westfields
Proximity to built-up area		Immediately adjacent to built-up area on western edge of Catshill
GB Impact		Limited as site is well contained by motorway and existing development removing threat of coalescence or intrusion into countryside
Defensive GB boundaries		Good
Flood Risk Constraints		Surface water flood risk can be mitigated through scheme design. N.B. in Source Protection Zone 3 – will need to be addressed in a proposed scheme
Landscape Impact		Some limited impact on landscape from a limited number of viewpoints and medium to high capacity for site to accept some development. Potential for Green Infrastructure provision.
Ecological Constraints		Not known
Heritage Restrictions		None
Site Size		Topography imposes limits to number of dwellings (developer proposes 81) but potentially useful for a small to medium scale of development
Density Restrictions		None

Proximity to Facilities and Services

Facility	Distance (metres)	Comments
Main shopping area	700	
Closest mini-supermarket	700	
Doctor	1100	
Dentist	770	
Chemist	620	
First School	1300	

Middle School		950	
Bus Stop		460	
Open Space/Recreational Area		640	
Footpath/Cycle route		50	

Availability: Available for development

Landowner/Developer Interest: Yes

Ownership Type: Six owners identified and willing to promote for development

Comments:

The site is well-contained by existing housing to the east and the M5 motorway to the west. The undulating topography limits the amount of housing that could be accommodated but, conversely, increases the opportunity for better provision of open space. Its location limits the degree to which development would detract from the purposes of Green Belt designation, but access was believed, initially, to be a significant issue. However, it appears possible that a connection to the Stourbridge Road close to the public house near the motorway bridge could be achieved. Emergency access via Westfields may also be achievable. Development here would result in additional traffic but would avoid exacerbating traffic flows on the southern part of the Stourbridge Road and Meadow Road where congestion is a serious issue for local residents.

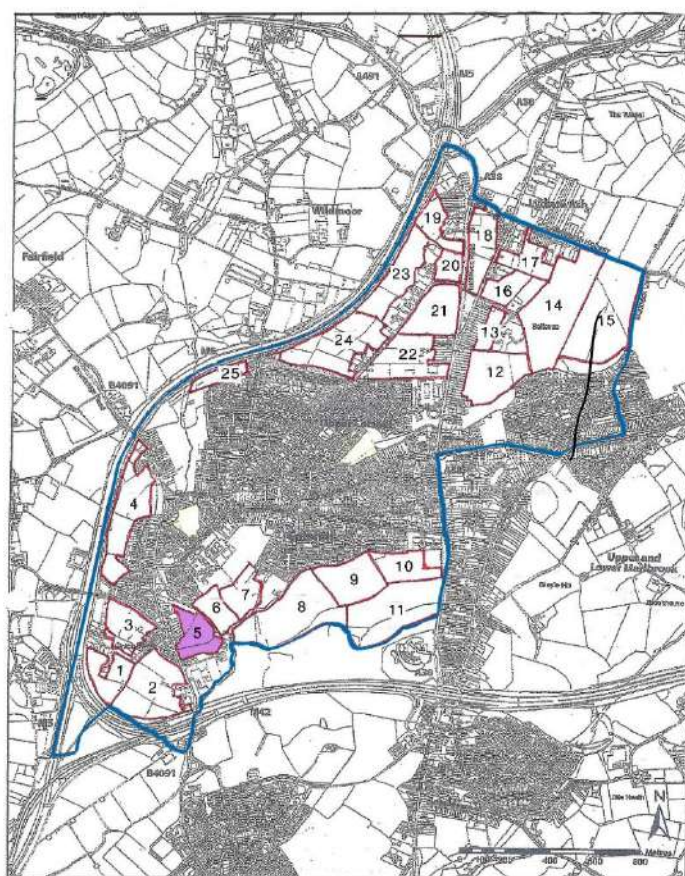
Summary

Assessment Factors	
GB Impact	limited
Visual Impact	limited
Landscape Capacity	reasonable
Flood Risk Issues	none
Heritage conflicts	none
Sustainability	distant from most facilities
Nature Conservation Conflicts	May require mitigation measures
Traffic - access	Requires feasibility assessment
Traffic - core settlement impact	likely to increase traffic movements through core areas
Deliverability	no known difficulties
Site Size	Numbers restricted by landform
Infrastructure constraints	Unknown
Overall Suitability	Potential for development subject to satisfactory resolution of identified issues

Key

Potentially Acceptable	
Potential Issues	
Unacceptable	

Site Ref 5: Location: Land off Stourbridge Road, Catshill



**Catshill Parish
Neighbourhood Plan**



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**Bromsgrove
District Council**
www.bromsgrove.gov.uk

Gross Area: 2.9 ha

Current Use: Part in use for grazing and keeping horses; northern part maintained as garden land

Planning Status:

Greenfield	Brownfield	Other (short description)
X		

SHLAA Ref: Not included in SHLAA

Physical Attributes

Topography: Land drops from high point in north towards the south and Stourbridge Road

Vegetation Cover: Part used as grazing land; part as extension to garden

Attribute		Brief Description
Listed Building (or impact upon)		None present
Nature Interest		Habitats for birds and mammals on hedgerow boundaries (European protected water voles) particularly to east where site is close to stream course providing suitable habitat. Potential for semi-natural grassland.
TPO		None known
Flood Risk (and category)		Area to east at risk of flooding. No known issue with site – mainly Zone 1.
Rights of Way on site		Public footpath 515c along eastern boundary of site linking Stourbridge Road to Sustran cycle route No. 5 and adjacent footpath network.
Agricultural Land Quality		Grade 2 – very good
Social or Community Value		None
Contamination		None known
Infrastructure Issues		None known

Suitability

Factor		Comments
Physical Access		Access obtainable from Stourbridge Road
Access Options		Access/egress from Stourbridge Road potentially difficult because of traffic volumes especially, but not exclusively, at peak periods.
Proximity to built-up area		Existing development to north and south
GB Impact		Development would infill an open area between existing housing and commercial development to the south helping to offset GB impact. Would extend built-form to the east.
Defensive GB boundaries		Contained by existing development to north and south, road to west and strong hedgerow boundary to east.
Flood Risk Constraints		None known
Landscape Impact		Would have a modest impact on the landscape but relatively well-contained in long distance views. Medium to high capacity to accept development.
Ecological Constraints		Mitigation measures would be required to negate impact on water vole habitat along adjacent stream course and hedgerow.
Heritage Restrictions		None
Site Size		Small to medium site with potential for up to 80 dwellings
Density Restrictions		Development should avoid compromising western boundary

Proximity to Facilities and Services

Facility	Distance (metres)	Comments
Main shopping area/Post Office	1200	
Closest mini-supermarket	1210	
Doctor	1580	
Dentist	1300	
Chemist	1160	
First School	1160	
Middle School	790	
Bus Stop	120	

Open Space/Recreational Area		760	
Footpath/Cycle route		70	

Availability: Northern part of sites identified as available in BDC 'Call for Sites' exercise

Landowner/Developer Interest: None expressed

Ownership Type: In more than one ownership

Comments

A small area of land on the southern edge of Catshill. The site falls away from north to south and is contained by existing properties to the north and west and buildings to the south, including a garden centre. Consequently, this degree of containment means that development could be seen as a large-scale infill and one having less visual impact. The site does however, contribute to the modest gap between Catshill and Bromsgrove where further building would consolidate the southern extent of the settlement and weaken one of the purposes of the Green Belt to prevent coalescence. Access on to Stourbridge Road would be difficult given existing traffic volumes and made worse by existing users of other properties and business uses in this part of the Parish while adding to congestion issues and traffic in the core areas of the settlement.

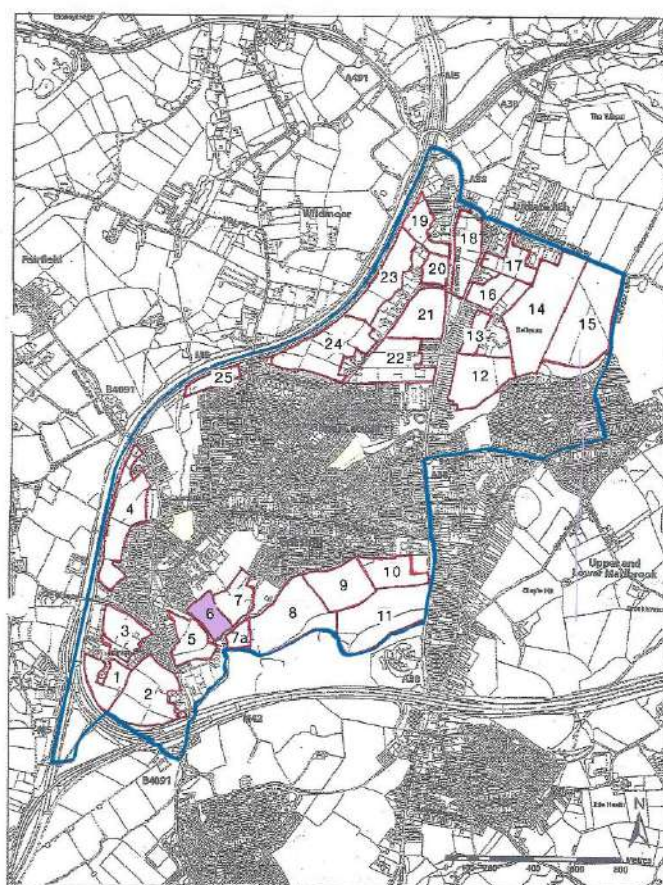
Summary

Assessment Factors	
GB Impact	Consolidation of development in vulnerable gap
Visual Impact	Low to medium
Landscape Capacity	Medium to high
Flood Risk Issues	none known
Heritage conflicts	none
Sustainability	Distant from a number of services and facilities
Nature Conservation Conflicts	Highly likely to require mitigation measures
Traffic - access	access to Stourbridge Road close to where a number of other access points/roads
Traffic - core settlement impact	Likely to increase traffic movements through Catshill and exacerbate volumes on Stourbridge Road
Deliverability	Unknown
Site Size	Medium to large site
Infrastructure constraints	No known constraints
Overall Suitability	Would impact on Green Belt gap between Catshill and Bromsgrove and would compound traffic issues on Stourbridge Road

Key

Potentially Acceptable	
Potential Issues	
Unacceptable	

Site Ref 6 Location: Land at southern end of Woodbank Drive



**Catshill Parish
Neighbourhood Plan**

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 Catshill
Neighbourhood Area

 Bromsgrove
Neighbourhood Area



**Bromsgrove
District Council**
www.bromsgrove.gov.uk

Gross Area: 2.1 ha

Current Use: Rough grazing – usually for sheep

Planning Status

Greenfield	Brownfield	Other (short description)
X		

SHLAA Ref: Not included in SHLAA

Physical Attributes

Topography: Land is largely flat but rises slightly towards the east

Vegetation Cover: Used for both grazing and arable crops in recent years

Attribute		Brief Description
Listed Building (or impact upon)		None present
Nature Interest		Stream course on western side of site is a known habitat for European protected water voles. Strong hedgerow on western edge is also likely to provide habitats for other wildlife
TPO		None known
Flood Risk (and category)		Medium to high risk of flooding through fluvial and overland flow. Partly in Zones 2 and 3 of Groundwater Protection Zones
Rights of Way on site		None directly affecting site
Agricultural Land Quality		Grades 2 and 3a
Social or Community Value		None
Contamination		In Environment Agency Outer Groundwater Protection Zone 2 so potential risk of contamination of aquifer from development
Infrastructure Issues		None known

Suitability

Factor		Comments
Physical Access		Access issues. Only likely vehicular access via Woodbank Drive but may not be possible because of land ownership
Access Options		Limited – see above
Proximity to built-up area		Housing immediately to the north
GB Impact		Development would result in a modest southward extension to the built-up area at this point with open land to all sides except the north. Consequently would result in a reduction in the GB gap to Bromsgrove with some intrusion into the countryside
Defensive GB boundaries		Open to the east and south but strong hedgerow boundary to west with substantial height difference to adjacent field.
Flood Risk Constraints		Prone to lying water on parts of site. Flood Risk Assessment would be required were site to be developed
Landscape Impact		Would have an obvious and intrusive impact on the immediate landscape particularly from footpath/cycle route to south and east of site. Low to medium capacity to accept development.
Ecological Constraints		Mitigation measures would be required to safeguard stream course and associated wildlife habitats (water voles) on western fringe of site.
Heritage Restrictions		None
Site Size		Small site with potential for up to 50 dwellings
Density Restrictions		None

Proximity to Facilities and Services

Facility	Distance (metres)	Comments
Main shopping area/Post Office	870	
Closest mini-supermarket	880	
Doctor	1240	
Dentist	960	
Chemist	800	
First School	800	
Middle School	330	

Bus Stop		330	
Open Space/Recreational Area		290	
Footpath/Cycle route		90	

Availability: Unknown

Landowner/Developer Interest: None indicated

Ownership Type: Unknown

Comments:

A small area of land on the southern edge of Catshill. The site is flat but is subject to limited flooding. The land is visually significant and contributes to the open area between Catshill and Bromsgrove. In doing it helps to prevent coalescence between the settlements, one of the main purposes behind its Green Belt designation. A stream course on its western edge is likely to provide habitat for water voles meaning the mitigation measures would be required. Access cannot readily be obtained unless the site is combined with other land.

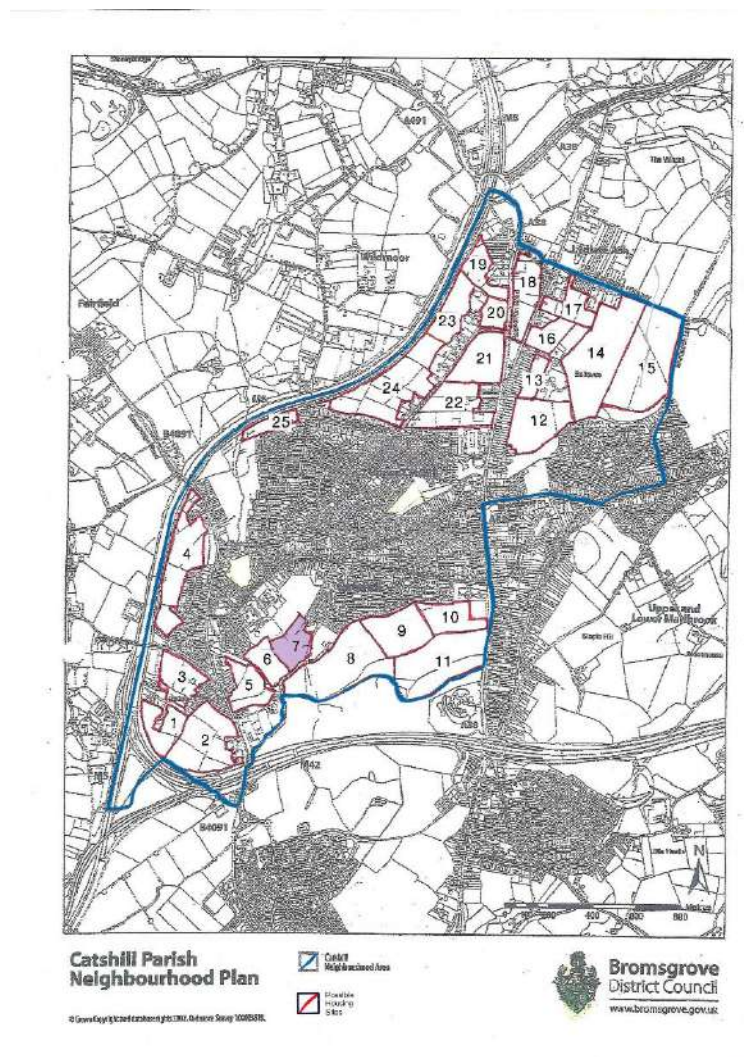
Summary

Assessment Factors	
GB Impact	Comprises vulnerable Green Belt gap
Visual Impact	Significant
Landscape Capacity	Low to medium
Flood Risk Issues	Known issues which would require mitigation
Heritage conflicts	none
Sustainability	Distant from a number of facilities but better than many
Nature Conservation Conflicts	Will require mitigation measures
Traffic - access	Potential difficulties which could prevent access
Traffic - core settlement impact	Potentially would have some impact on core settlements movements
Deliverability	Not known
Site Size	small
Infrastructure constraints	No known constraints
Overall Suitability	Impact on Green Belt gap unacceptable

Key

Potentially Acceptable	
Potential Issues	
Unacceptable	

Site Ref 7 Location: Land to south of Catshill Middle School Playing Fields



Gross Area: 2.6 ha

Current Use: Rough grazing

Planning Status

Greenfield	Brownfield	Other (short description)
X		

SHLAA Ref: Not included in SHLAA

Physical Attributes

Topography: Land is generally flat but rises slightly towards the east

Vegetation Cover: Largely left unused in recent years

Attribute		Brief Description
Listed Building (or impact upon)		None present
Nature Interest		Hedgerow adjacent cycle route likely to provide habitats and movement corridor for wildlife
TPO		None known to exist
Flood Risk (and category)		Not known to be an issue. Some overland flow and Groundwater sensitive zone 2
Rights of Way on site		Footpath crosses eastern edge of site from cycleway to urban edge
Agricultural Land Quality		Good – moderate Grade 3
Social or Community Value		None
Contamination		Unknown but unlikely
Infrastructure Issues		None known

Suitability

Factor		Comments
Physical Access		Isolated field which means access likely to require inclusion of adjacent site (6) in any development.
Access Options		Most likely option to provide access as part of development of site 6 via Woodfield Drive
Proximity to built-up area		Playing fields to north, play area to east meaning field is not directly abutting urban edge
GB Impact		Development would result in a modest southward extension to the built-up area at this point with open land to all sides except north-east corner. Would reduce the GB gap to Bromsgrove and be perceived as an intrusion into the countryside
Defensive GB boundaries		Hedgerow and cycle path to south would act as obvious boundary and more modest hedgerows to east and north.
Flood Risk Constraints		Not known but evidence of some overland flow issues. Zone 2 Groundwater Protection
Landscape Impact		Would have an obvious and intrusive impact on the immediate landscape particularly from footpath/cycle route to south. Low to medium capacity to accept development.
Ecological Constraints		Mitigation measures may be required to safeguard boundary hedgerows to south and east. BAP semi-natural Grassland Habitat
Heritage Restrictions		None
Site Size		Modest site with potential for up to 70 dwellings
Density Restrictions		None

Proximity to Facilities and Services

Facility	Distance (metres)	Comments
Main shopping area/Post Office	1000	
Closest mini-supermarket	590	
Doctor	1360	
Dentist	1090	
Chemist	940	
First School	800	

Middle School		460	
Bus Stop		430	
Open Space/Recreational Area		190	
Footpath/Cycle route		100	

Availability: Unknown

Landowner/Developer Interest: None indicated

Ownership Type: Unknown

Comments

A small area of land on the southern edge of Catshill. The site has a gentle slope and is visually significant contributing to the open area between Catshill and Bromsgrove. In doing it helps to prevent coalescence between the settlements, one of the main purposes behind its Green Belt designation. Access cannot readily be obtained unless the site is combined with other land.

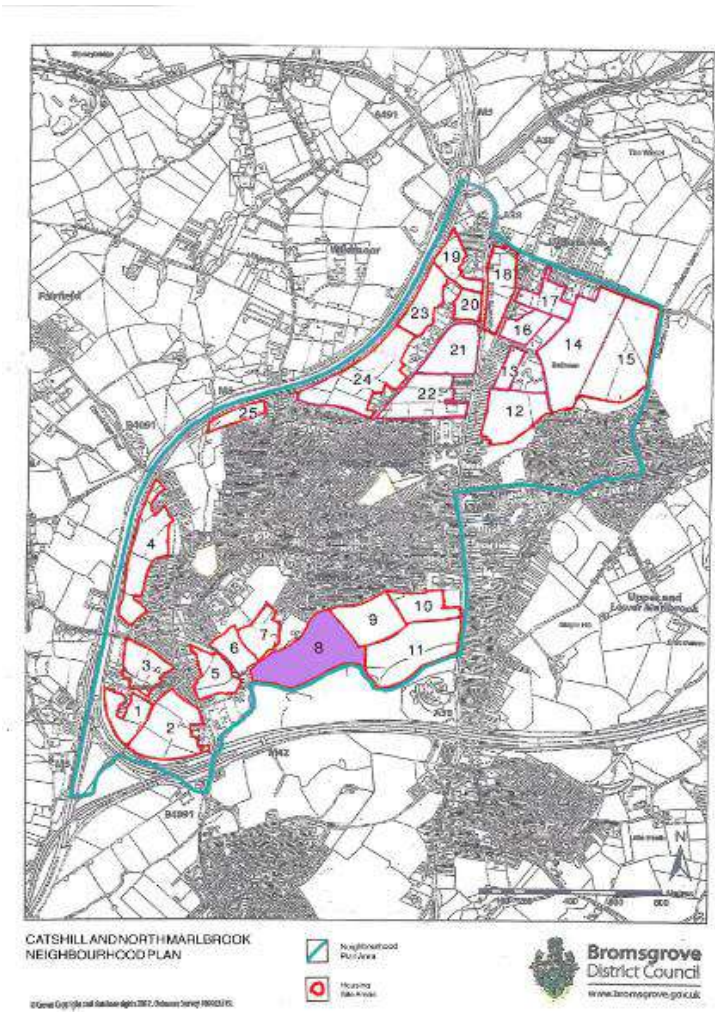
Summary

Assessment Factors	
GB Impact	Noticeable impact
Visual Impact	Significant
Landscape Capacity	Low to medium
Flood Risk Issues	None known – some overland flow
Heritage conflicts	none
Sustainability	Distant from a number of facilities
Nature Conservation Conflicts	May require some modest mitigation measures
Traffic - access	Potential difficulties in providing access
Traffic - core settlement impact	Potentially would have some impact on core settlements movements as likely to introduce traffic into main part of settlement
Deliverability	Not known
Site Size	Small to medium
Infrastructure constraints	No known constraints
Overall Suitability	Potential issues regarding access, need to incorporate other land and impact on landscape and GB

Key

Potentially Acceptable	
Potential Issues	
Unacceptable	

Site Ref 8 Location: Land at southern end of Milton Road



Gross Area: 7.1 ha

Current Use: Area of rough grazing used as informal recreational/footpath links/dog walking area by residents

Planning Status

Greenfield	Brownfield	Other (short description)
X		

SHLAA Ref: Part of BDC249

Physical Attributes

Topography: Land drops steadily from east to west

Vegetation Cover: Area is occasionally mown and left as rough grazing

Attribute		Brief Description
Listed Building (or impact upon)		None present
Nature Interest		Potential habitats for birds and mammals on hedgerow boundaries to field.
TPO		None known
Flood Risk (and category)		None known
Rights of Way on site		Public footpath 514c along eastern boundary of site. Links also along part of northern and southern boundaries. A number of informal routes have been created across other parts of site.
Agricultural Land Quality		Grade 2 and 3a
Social or Community Value		Considerable value as an informal location for recreational use and footpath link to other areas
Contamination		None known and unlikely. Site has been left undisturbed for many years. Inside Groundwater Protection Zones 2 and 3
Infrastructure Issues		None known

Suitability

Factor		Comments
Physical Access		Access obtainable from Milton Road
Access Options		Access feasible from Milton Road. Technically possible from A38 providing other land was included but undesirable given traffic volumes on A38
Proximity to built-up area		Immediately adjacent to built-up area on southern edge of Catshill
GB Impact		Development would protrude into vulnerable gap between Catshill and Bromsgrove increasing threat of merger. Also result in intrusion into countryside
Defensive GB boundaries		Contained by urban edge to north and hedgerows on three other sides.
Flood Risk Constraints		None known
Landscape Impact		Significant impact because site is prominent in wider landscape and would represent major urban extension. Low to medium capacity to accept development.
Ecological Constraints		Not known but mitigation measures may be required
Heritage Restrictions		None
Site Size		Large site with potential for up to 200 dwellings
Density Restrictions		None

Proximity to Facilities and Services

Facility	Distance (metres)	Comments
Main shopping area/Post Office	700	
Closest mini-supermarket	400	
Doctor	940	
Dentist	580	
Chemist	750	
First School	500	
Middle School	850	
Bus Stop	440	

Open Space/Recreational Area		95	
Footpath/Cycle route		60	

Availability: Identified as available in BDC 'Call for Sites' exercise

Landowner/Developer Interest: None expressed

Ownership Type: Possibly in ownership of BDC

Comments

This area of open land has significant importance in the contribution it makes to the limited gap between Catshill and Bromsgrove. Development would be damaging to the purposes of its Green Belt designation in preventing coalescence between settlements and also visually intrusive detracting from longer-distance views towards the south-west. While physically closer to a number of facilities and services than many other sites use of this land for housing would ensure traffic had to travel through core areas of Catshill in order to get to other locations.

Summary

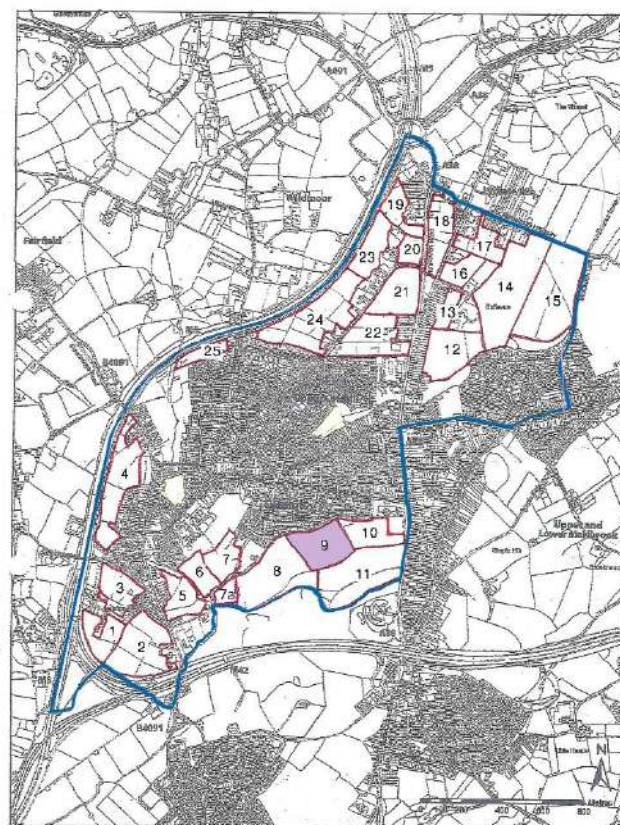
Assessment Factors	
GB Impact	Unacceptably detrimental
Visual Impact	High
Landscape Capacity	Low to medium
Flood Risk Issues	none known
Heritage conflicts	none
Sustainability	reasonably close to most facilities and services
Nature Conservation Conflicts	may require mitigation measures
Traffic - access	access to Milton Road feasible
Traffic - core settlement impact	Would result in all traffic passing through core parts of Catshill adding to existing issues of traffic volumes and movements
Deliverability	Unknown
Site Size	Medium to large site
Infrastructure constraints	No known constraints
Overall Suitability	Would compromise vulnerable gap between Catshill and Bromsgrove and is seen as contrary to fundamental purposes behind Green Belt policy

Key

Potentially Acceptable	
Potential Issues	
Unacceptable	

Site Ref 9

Location: Land to south and east of Milton Road



Catshill Parish
Neighbourhood Plan



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Gross Area: 4.9 ha

Current Use: Area of rough grazing used as informal recreational/footpath links/dog walking area by residents

Planning Status

Greenfield	Brownfield	Other (short description)
X		

SHLAA Ref: Part of BDC249

Physical Attributes

Topography: Land drops steadily from east to west

Vegetation Cover: Grass coverage which is occasionally mown

Attribute		Brief Description
Listed Building (or impact upon)		None present
Nature Interest		Potential habitats for birds and mammals on hedgerow boundaries to field.
TPO		None known
Flood Risk (and category)		None known
Rights of Way on site		Public footpath 514c follows western boundary of site. Links also along part of northern and southern boundaries. A number of informal routes have been created across other parts of site.
Agricultural Land Quality		Good – Moderate Grade 3
Social or Community Value		Considerable value as part of wider area used as an informal location for recreational use and footpath link to other areas
Contamination		None known and unlikely. Site has been left undisturbed for many years.
Infrastructure Issues		None known
Air Quality		Below the Annual Mean Objective level
Noise		Lden levels 60 – 70dBA over 24 hour period

Suitability

Factor		Comments
Physical Access		No direct vehicular access
Access Options		Access could be achieved from Byron Way but steep bank provides a considerable obstacle. More feasible if included with site 8 so allowing access from Milton Road.
Proximity to built-up area		Immediately adjacent to built-up area on southern edge of Catshill
GB Impact		Development would protrude into vulnerable gap between Catshill and Bromsgrove increasing threat of merger particularly as it would need to be part of a larger area of development in order to allow for vehicular access. Also result in intrusion into countryside
Defensive GB boundaries		Contained by urban edge to north and hedgerows on three other sides.
Flood Risk Constraints		None known
Landscape Impact		Significant impact because site is on higher land and prominent in wider landscape and would represent major urban extension. Low to medium capacity to accept development.
Ecological Constraints		Not known but mitigation measures may be required
Heritage Restrictions		None
Site Size		Medium-sized site with potential for up to 110 dwellings
Density Restrictions		None

Proximity to Facilities and Services

Facility	Distance (metres)	Comments
Main shopping area/Post Office	800	
Closest mini-supermarket	530	
Doctor	1080	
Dentist	720	
Chemist	875	
First School	630	
Middle School	990	

Bus Stop		550	
Open Space/Recreational Area		280	
Footpath/Cycle route		230	

Availability: Identified as available in BDC 'Call for Sites' exercise

Landowner/Developer Interest: None expressed

Ownership Type: Possibly in ownership of BDC

Comments

This area of open land has significant importance in the contribution it makes to the limited gap between Catshill and Bromsgrove. Development would be damaging to the purposes of its Green Belt designation in preventing coalescence between settlements. This is also an area of higher land having long distance views towards the Malvern Hills and the south-west generally. Development would compromise these views and be unacceptably intrusive. Unless combined with the adjacent site to the east to obtain direct access to the A38, an alternative access via Milton Road would be necessary ensuring traffic had to travel through core areas of Catshill in order to get to other locations.

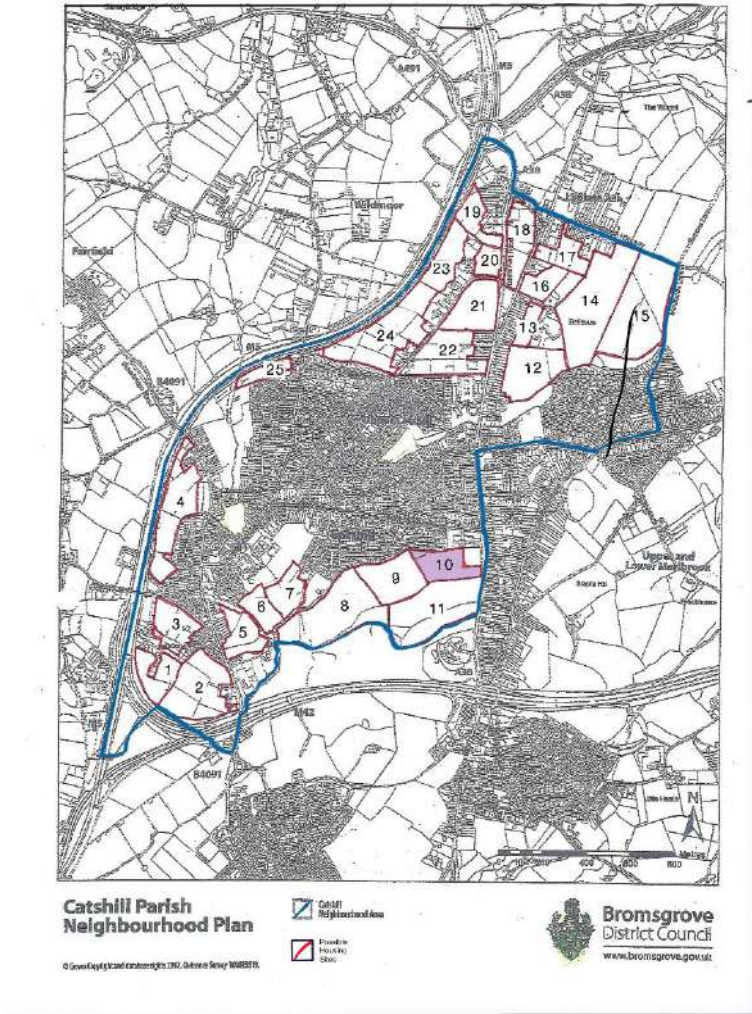
Summary

Assessment Factors	
GB Impact	Unacceptably detrimental
Visual Impact	High
Landscape Capacity	Low to medium
Flood Risk Issues	none known
Heritage conflicts	none
Sustainability	Not too distant from a number of facilities and services
Nature Conservation Conflicts	may require mitigation measures
Traffic - access	access to Milton Road may be possible
Traffic - core settlement impact	Would result in all traffic passing through core parts of Catshill adding to existing issues of traffic volumes and movements
Deliverability	Unknown
Site Size	Medium sized site
Infrastructure constraints	No known constraints
Overall Suitability	Would compromise vulnerable gap between Catshill and Bromsgrove and is seen as contrary to fundamental purposes behind Green Belt policy

Key

Potentially Acceptable	
Potential Issues	
Unacceptable	

Site Ref 10 Location: Land adjacent to Cemetery



Gross Area: 2.8 ha

Current Use: Area of rough grazing used as informal recreational/footpath links/dog walking area by residents

Planning Status

Greenfield	Brownfield	Other (short description)
X		

SHLAA Ref: Part of BDC249

Physical Attributes

Topography: Domed shaped area of land dropping sharply to southern boundary

Vegetation Cover: Area is largely left as rough grazing

Attribute		Brief Description
Listed Building (or impact upon)		None present
Nature Interest		Potential habitats for birds and mammals in hedgerow boundaries to field.
TPO		None known
Flood Risk (and category)		None known. Groundwater Protection Zone 3
Rights of Way on site		Footpath on southern boundary from A38 linking with other routes to west, south and north. Informal routes created across other parts of the site
Agricultural Land Quality		Good – Moderate Grade 3
Social or Community Value		Has value as an informal location for recreational use and as footpath link to other areas
Contamination		None known but unlikely as site has not used for many years.
Infrastructure Issues		None known
Air Quality		Below the Mean Annual Objective level
Noise		Lden levels 65 – 70 dBA over 24 hour period

Suitability

Factor		Comments
Physical Access		Physical access possible from A38 or as part of much larger development area with adjacent fields (8 and 9) to west.
Access Options		While technically possible to link to A38 this is undesirable given existing and predicted traffic volumes on A38
Proximity to built-up area		Immediately adjacent to built-up area on southern edge of Catshill
GB Impact		Development would protrude into vulnerable gap between Catshill and Bromsgrove increasing threat of merger and result in intrusion into countryside
Defensive GB boundaries		Contained by urban edge and cemetery to north and hedgerows on three other sides.
Flood Risk Constraints		None known. Groundwater Protection Zone 3
Landscape Impact		Significant impact because site is on higher land and prominent in wider landscape; would represent major urban extension. Low to medium capacity to accommodate development.
Ecological Constraints		Not known but mitigation measures may be required
Heritage Restrictions		None
Site Size		Modest site with potential for up to 75 dwellings
Density Restrictions		None

Proximity to Facilities and Services

Facility	Distance (metres)	Comments
Main shopping area/Post Office	1300	
Closest mini-supermarket	980	
Doctor	1720	
Dentist	1200	
Chemist	1350	
First School	1100	
Middle School	1470	
Bus Stop	780	

Open Space/Recreational Area		650	
Footpath/Cycle route		80	

Availability: Identified as available in BDC 'Call for Sites' exercise

Landowner/Developer Interest: None expressed

Ownership Type: Possibly in ownership of BDC

Comments

This area of open land is at a high point on the southern edge of Catshill. The eastern-most part of the site is now used as a cemetery. The area remaining has significant importance in the contribution it makes to the limited gap between Catshill and Bromsgrove. Development would be damaging to the purposes of its Green Belt designation in preventing coalescence between settlements. From the high point of this area there are extensive views to the south-west which would be compromised were development to be allowed. Access could be obtained to the A38 immediately to the east although this would add to the existing high volume of traffic using this road and, potentially, require a new junction.

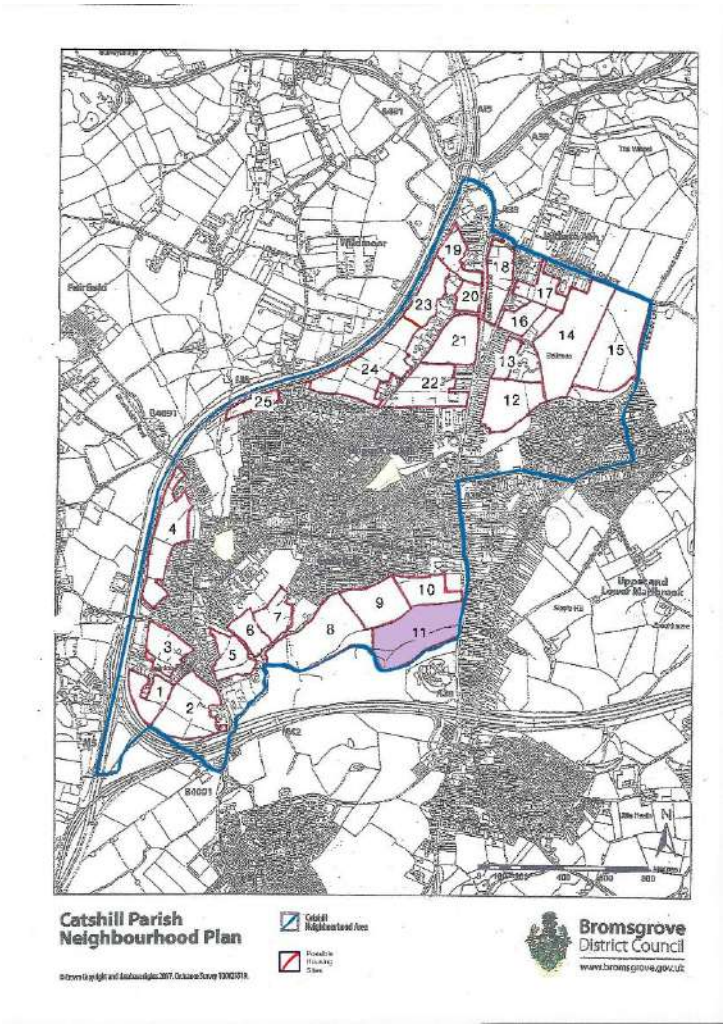
Summary

Assessment Factors	
GB Impact	Unacceptably detrimental
Visual Impact	High
Landscape Capacity	Low to medium
Flood Risk Issues	none known
Heritage conflicts	none
Sustainability	Distant from most facilities and services
Nature Conservation Conflicts	may require mitigation measures
Traffic - access	Difficult to provide acceptable access to road network
Traffic - core settlement impact	Would allow traffic to use A38 rather than directly having to access core areas of Catshill
Deliverability	Unknown
Site Size	Small site
Infrastructure constraints	No known constraints
Overall Suitability	Would compromise vulnerable gap between Catshill and Bromsgrove and is seen as contrary to fundamental purposes behind Green Belt policy

Key

Potentially Acceptable	
Potential Issues	
Unacceptable	

Site Ref 11 Location: Land south of Catshill and west of A38



Gross Area: 8.3 ha

Current Use: Area regularly cultivated for cereals/crops

Planning Status

Greenfield	Brownfield	Other (short description)
X		

SHLAA Ref: Part of BDC249

Physical Attributes

Topography: Land drops steadily from east to west

Vegetation Cover: Area used for agricultural purposes

Attribute		Brief Description
Listed Building (or impact upon)		None present
Nature Interest		Potential habitats for BAP birds and mammals in hedgerow boundaries to field.
TPO		None known – Potential for specimen mature trees
Flood Risk (and category)		None known. Potential for overland flow in south. Groundwater Protection Zone 2
Rights of Way on site		Footpaths follow southern and western edges of site linking with wider footpath network
Agricultural Land Quality		Good – Moderate Grade 3
Social or Community Value		None other than footpath linkages
Contamination		None known and unlikely.
Infrastructure Issues		None known
Air Quality		Below the Mean Annual Objective level
Noise		Lden levels 65 – 70 dBA over 24 hour period

Suitability

Factor		Comments
Physical Access		Access achievable from A38
Access Options		Access technically possible from A38 but undesirable given traffic volumes on A38. Could form part of a much larger development of land on southern fringes of Catshill although access would remain a major issue
Proximity to built-up area		Isolated area in crucial gap between Catshill and Bromsgrove
GB Impact		Development would protrude into vulnerable gap between Catshill and Bromsgrove increasing threat of merger particularly as development would have to include one or more land parcels to north. Would result in significant intrusion into countryside
Defensive GB boundaries		Contained by A38 to east and hedgerows on three other sides.
Flood Risk Constraints		None known. Potential for overland flow in south. Groundwater Protection Zone 2
Landscape Impact		Significant impact because site is prominent in wider landscape and would represent major urban extension. Low to medium capacity to accept development.
Ecological Constraints		Not known but mitigation measures may be required
Heritage Restrictions		None
Site Size		Large site with potential for 240 dwellings
Density Restrictions		None

Proximity to Facilities and Services

Facility	Distance (metres)	Comments
Main shopping area/Post Office	1450	
Closest mini-supermarket	1150	
Doctor	1690	
Dentist	1350	
Chemist	1510	
First School	1250	

Middle School		1600	
Bus Stop		960	
Open Space/Recreational Area		720	
Footpath/Cycle route		200	

Availability: Identified as available in BDC 'Call for Sites' exercise

Landowner/Developer Interest: None expressed

Ownership Type: Unknown

Comments

This area of open land lies in a bowl on the southern edge of Catshill. The eastern part of the site is adjacent to the A38 making it possible for direct access. Development of the site would, however, create an isolated pocket of housing separate from the rest of Catshill while seriously compromising the limited Green Belt gap between Catshill and Bromsgrove, thereby damaging one of the purposes of the Green Belt to prevent coalescence between settlements. Access to the A38 would add to the existing high volume of traffic using this road and require a new junction. Alternatively, development of adjacent land parcels, particularly area 8, would enable access to the internal road network in Catshill but doing so would direct traffic through core areas of the settlement while exacerbating the damage to the role of Green Belt land in maintaining the separation between settlements.

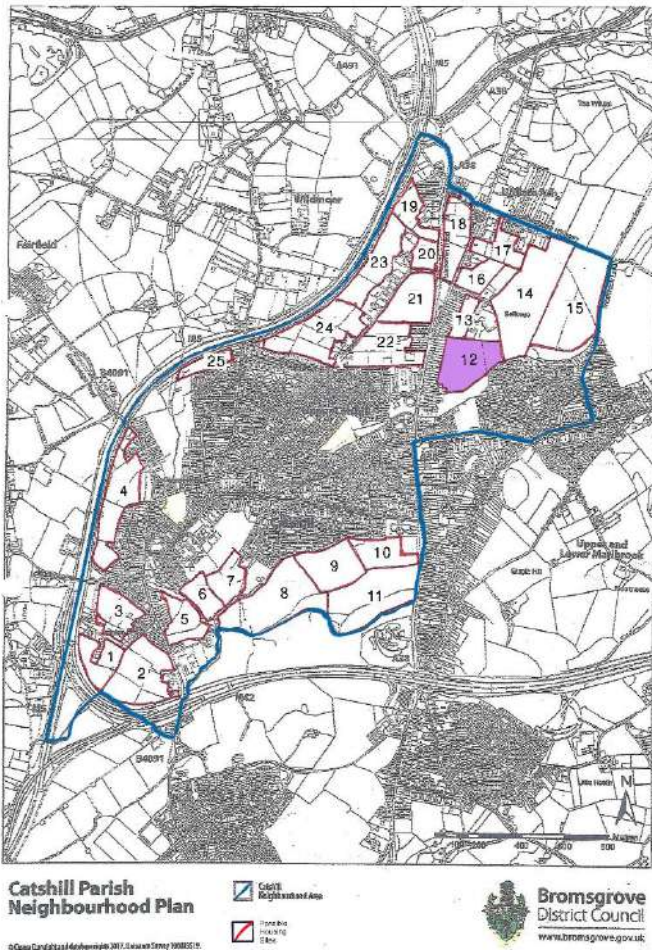
Summary

Assessment Factors	
GB Impact	Unacceptably detrimental
Visual Impact	High
Landscape Capacity	Low to medium
Flood Risk Issues	none known
Heritage conflicts	none
Sustainability	Distant from almost all services and facilities
Nature Conservation Conflicts	may require mitigation measures
Traffic - access	Access to A38 possible but not desirable
Traffic - core settlement impact	Would reduce direct access through core parts of Catshill but would add considerably to traffic volumes on A38
Deliverability	Unknown
Site Size	Large site which would have to include other land
Infrastructure constraints	No known constraints
Overall Suitability	Would compromise vulnerable gap between Catshill and Bromsgrove and is seen as contrary to fundamental purposes behind Green Belt policy

Key

Potentially Acceptable	
Potential Issues	
Unacceptable	

Site Ref 12 Location: Land to north of Braces Lane, Marlbrook



Gross Area: 4.6 ha

Current Use: Agriculture

Planning Status

Greenfield	Brownfield	Other (short description)
X		

SHLAA Ref: Forms part of BDC210

Physical Attributes

Topography: Land rises sharply from south to north

Vegetation Cover: Used for both grazing and arable crops in recent years

Attribute		Brief Description
Listed Building (or impact upon)		None present
Nature Interest		Area of unmaintained land following stream course immediately south of site likely to provide wildlife habitats
TPO		None known
Flood Risk (and category)		None known – potential in southern edge of Marlbrook stream on the south east boundary
Rights of Way on site		None directly affecting site
Agricultural Land Quality		Poor - Grade 4 (may be influenced by topography)
Social or Community Value		None
Contamination		Not known but unlikely.
Infrastructure Issues		None known
Air Quality		Below the Annual Mean Objective level
Noise		Lden levels 60 – 65 dBA over 24 hour period

Suitability

Factor		Comments
Physical Access		Access hindered by recreational area to south and properties to west
Access Options		Access to A38 using route to housing scheme on redeveloped former woodyard.
Proximity to built-up area		Housing to east and west and recreational area to south
GB Impact		Development would consolidate built form in this part of Marlbrook but would be contained by existing development on two sides. Limited threat to GB gap to Lickey/Rubery/Birmingham to north and modest intrusion into countryside
Defensive GB boundaries		Well contained on three sides by existing development and recreational area.
Flood Risk Constraints		None known. Potential to southern edge along Marl Brook stream. Groundwater Protection Zone 3
Landscape Impact		Significant impact on local landscape because of topography and views of site from Braces Lane. Low to medium capacity to accept development.
Ecological Constraints		Not known but mitigation measures may be required to safeguard flood plain to stream course to the south
Heritage Restrictions		None
Site Size		Medium-sized site with potential for up to 120 dwellings
Density Restrictions		None

Proximity to Facilities and Services

Facility	Distance (metres)	Comments
Main shopping area/Post Office	1280	
Closest mini-supermarket	1000	
Doctor	1470	
Dentist	1190	
Chemist	1350	
First School	1260	

Middle School		1600	
Bus Stop		380	
Open Space/Recreational Area		200	
Footpath/Cycle route		150	

Availability: Known to be available

Landowner/Developer Interest: Yes

Ownership Type: Single ownership but farm currently let on tenancy on annual basis

Comments

The southern portion of this land parcel is a prominent feature in the local landscape providing a backdrop to the recreational area/open space off Braces Lane. The site is relatively well-contained by existing housing to the west as well as partly to the east meaning its use for housing would not be particularly detrimental to the Green Belt. Nevertheless, its visual impact would be significant as development would make it a prominent and urbanising feature in the locality. In addition, access onto the A38 would be close to other uses as well as the main road junction to the south. Gaining access to the A38, particularly for north-bound vehicles would present considerable problems in view of the volume of traffic on this road unless major re-engineering of accesses in this location could be achieved.

Summary

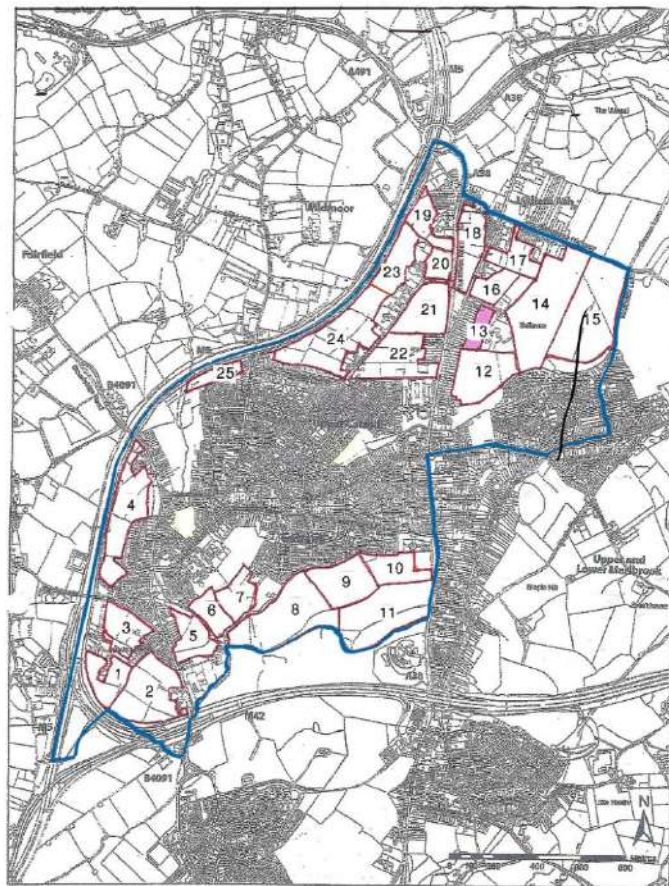
Assessment Factors	
GB Impact	Relatively modest impact
Visual Impact	Significant
Landscape Capacity	Low to medium
Flood Risk Issues	none known
Heritage conflicts	none
Sustainability	Distant from majority of services and facilities
Nature Conservation Conflicts	may require mitigation measures
Traffic - access	Potential difficulties with access the A38 close to other uses and Marlbrook junction
Traffic - core settlement impact	Potentially less direct impact on core settlements although access to services and facilities reliant on private transport
Deliverability	no known difficulties
Site Size	medium
Infrastructure constraints	No known constraints
Overall Suitability	Development would have a serious and unacceptable impact on the landscape and pose significant access issues

Key

Potentially Acceptable	
Potential Issues	
Unacceptable	

Site Ref 13

Location: Land east of housing on Old Birmingham Road



Catshill Parish
Neighbourhood Plan

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Bromsgrove
District Council
www.bromsgrove.gov.uk

Gross Area: 1.35 ha

Current Use: In agricultural use

Planning Status

Greenfield	Brownfield	Other (short description)
X		

SHLAA Ref: None

Physical Attributes

Topography: From north to south site rises to hill crest before descending

Vegetation Cover: Varies according to agricultural use

Attribute		Brief Description
Listed Building (or impact upon)		None present
Nature Interest		None known
TPO		None known
Flood Risk (and category)		Unknown. Groundwater Protection Zone 3
Rights of Way on site		None but bridleway to northern boundary
Agricultural Land Quality		Good – Moderate Grade 3
Social or Community Value		None
Contamination		Not known but unlikely
Infrastructure Issues		None
Air Quality		Below the Annual Mean Objective level
Noise		Lden levels 65 – 70 dBA over 24 hour period

Suitability

Factor		Comments
Physical Access		Access restricted by existing housing on Old Birmingham Road
Access Options		Potentially possible if included in adjacent site development
Proximity to built-up area		Would infill ribbon developments on Old Birmingham Road
GB Impact		Development would extend Marlbrook to the north reinforcing current pattern of ribbon development. Limited threat to GB gap to Rubery/Birmingham to north. Modest intrusion into countryside
Defensive GB boundaries		Well contained by existing development to west. More open on other flanks.
Flood Risk Constraints		Not known. Groundwater Protection Zone 3
Landscape Impact		Impact on landscape offset because site is well contained although development on crest of hill would be noticeable in wider landscape. Medium capacity to accept development.
Ecological Constraints		Was BAP semi-natural Grassland Habitat – now ploughed
Heritage Restrictions		None
Site Size		Small site with potential for about 30 dwellings
Density Restrictions		None

Proximity to Facilities and Services

Facility	Distance (metres)	Comments
Main shopping area/Post Office	1550	
Closest mini-supermarket	1460	
Doctor	1800	
Dentist	1460	
Chemist	1650	
First School	1513	
Middle School	1870	
Bus Stop	275	

Open Space/Recreational Area		980	
Footpath/Cycle route		220	

Availability: Identified as available in BDC 'Call for Sites' exercise

Landowner/Developer Interest: Not known

Ownership Type: Unknown

Comments

The land falls away from the south to the north and lies behind ribbon development fronting onto the Old Birmingham Road. Use of this site would have a modest but not significant impact on the Green Belt although it would reinforce the outward extension of this part of North Marlbrook. Access is hindered by the frontage properties but should not be considered insurmountable. Development in isolation would be undesirable with the site a considerable distance from local services and facilities and ultimately necessitating access to the A38 at some point.

Summary

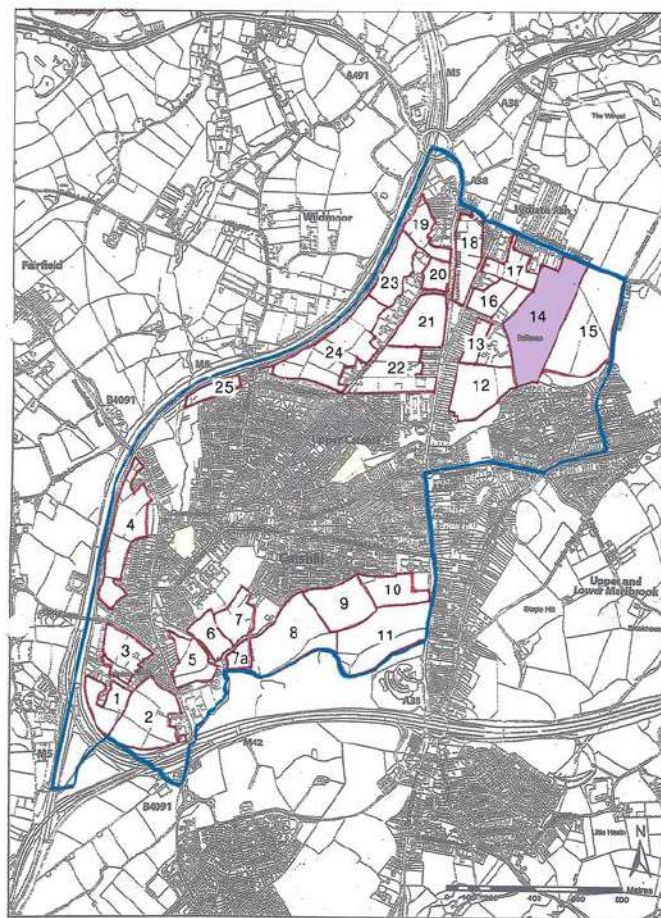
Assessment Factors	
GB Impact	limited
Visual Impact	limited
Landscape Capacity	medium
Flood Risk Issues	None known
Heritage conflicts	none
Sustainability	Distant from all services and facilities
Nature Conservation Conflicts	No known issues
Traffic - access	Likely to pose problems unless other sites involved
Traffic - core settlement impact	Unlikely to have significant impact on core areas of Catshill or Marlbrook
Deliverability	Unknown
Site Size	small
Infrastructure constraints	No known constraints
Overall Suitability	Unsustainable location which developed in isolation would increase vulnerability of land to the south. Possible access issues.

Key

Potentially Acceptable	
Potential Issues	
Unacceptable	

Site Ref 14

Location: Land adjacent to Alvechurch Highway



**Catshill Parish
Neighbourhood Plan**

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**Bromsgrove
District Council**
www.bromsgrove.gov.uk

Gross Area: 10.7 ha.

Current Use: Agriculture

Planning Status:

Greenfield	Brownfield	Other (short description)
X		

SHLAA Ref: Not included in SHLAA

Physical Attributes

Topography: Rising land (south to north) on southern slope to Lickey Hills

Vegetation Cover: Generally set to arable crops and/or pasture

Attribute	Description
Listed Building or impact upon	None present
Nature Interest	Unknown. Boundary hedgerow to west and stream course on southern edge may prove habitats and wildlife corridor benefits
TPO	None known
Flood Risk (and category)	Known flooding issue on southern boundary of site at Marl Brook near Cottage Lane
Rights of Way on site	Public footpath follows western edge of site
Agricultural Land Quality	Grade 3 – 4 good to moderate
Social or Community Value	None
Contamination	Not known but unlikely given agricultural nature of site
Infrastructure Issues	Power line crosses northern half of site

Suitability

Physical Access	Ready access to Alvechurch Highway
Access Options	No known issues
Proximity to built-up area	Relatively isolated from main area of North Marlbrook and distant from most facilities
GB Impact	Serves to limit expansion of urban area to north and safeguards countryside from encroachment. Development in isolation would be undesirable because it would make land to east and west more vulnerable to future development
Defensive GB boundaries	Strong boundary on west and abuts urban edge to south. Other hedgerow boundaries would need to be reinforced
Flood Risk Constraints	To southern boundary along Marl Brook at Cottage Lane
Landscape Impact	Major impact on landscape. Low capacity to accept development
Ecological Constraints	Potential for semi-natural grassland habitat??????
Heritage Restrictions	None present
Site Size	Would deliver approximately 300 dwellings.
Density Restrictions	None

Proximity to Facilities and Services

Facility	Distance (metres)	Comments
Main shopping area	2540	
Closest mini-supermarket	1670	
Doctor	2250	
Dentist	2450	
Chemist	2660	
First School	2550	
Middle School	2910	
Bus Stop	1220	

Open Space/Recreational Area	840	
Footpath/Cycle route	100	

Availability: Identified as available in BDC 'Call for Sites' exercise

Landowner/Developer Interest: None indicated

Ownership Type: Unknown

Comments:

A large area of land at a peripheral location to the built-up parts of the Parish. Topography the site forms part of the slope of the Lickey Hills and is visually important in the contribution it makes to the wider open landscape in this area. Use of this site for housing would create an unacceptable 'finger of development' northwards from Marlbrook and compromise one of the purposes of the Green Belt to safeguard the countryside from encroachment. Development would also increase the risk of land on both sides being incorporated into the urban area at some point in the future. The site is also one of the most remote locations in the Parish being at a considerable distance from the majority of local services and facilities.

Summary

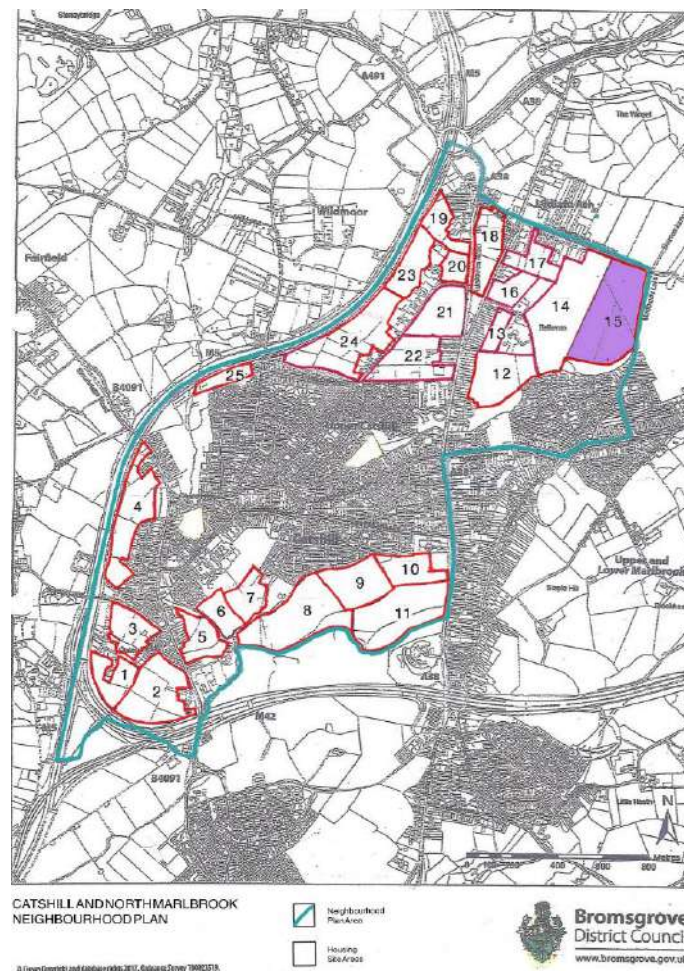
Assessment Factors	
GB Impact	Unacceptable isolated extension to urban area
Visual Impact	potentially harmful
Landscape Capacity	negative impact – low capacity to accept development
Flood Risk Issues	Limited to boundary with Marl Brook
Heritage conflicts	none
Sustainability	distant from all facilities
Nature Conservation Conflicts	Unlikely
Traffic - access	none
Traffic - core settlement impact	Some limited impact on Marlbrook
Deliverability	no known difficulties
Site Size	Excessively large site but capable of supporting financial contributions
Infrastructure constraints	None known
Overall Suitability	Unacceptable Green Belt and landscape impact and unsustainable location.

Key

Potentially Acceptable	
Potential Issues	
Unacceptable	

Site Ref 15

Location: Land adjacent to Marlbrook Lane



Gross Area: 10.4 ha.

Current Use: Agriculture

Planning Status:

Greenfield	Brownfield	Other (short description)
X		

SHLAA Ref: Not included in SHLAA

Physical Attributes

Topography: Rising land (south to north) on southern slope to Lickey Hills

Vegetation Cover: Generally set to arable crops and/or pasture

Attribute	Description
Listed Building or impact upon	None present
Nature Interest	Unknown but likely to be confined to border hedgerows. Some potential for semi-natural grassland habitat
TPO	None known
Flood Risk (and category)	No known issue with flooding of site although historic flooding from adjacent Marlbrook Tip site (unlikely to affect site 15). Marlbrook stream runs along southern boundary.
Rights of Way on site	None
Agricultural Land Quality	Grade 3 – 4 moderate to poor
Social or Community Value	None
Contamination	Not known but unlikely given agricultural nature of site
Infrastructure Issues	Telephone line crosses east-west across middle of the site

Suitability

Physical Access	Access to either Alvechurch Highway or Marlbrook Lane possible
Access Options	No known issues
Proximity to built-up area	Relatively isolated from main area of North Marlbrook
GB Impact	Serves to limit expansion of urban area to north and safeguards countryside from encroachment.
Defensive GB boundaries	Strong boundary on two sides (roads) and abuts urban edge to south. Hedgerow forms boundary to west
Flood Risk Constraints	No known issues – predominantly Zone 1
Landscape Impact	Major impact on landscape. Low capacity to accept development
Ecological Constraints	Potential for semi-natural grassland habitat
Heritage Restrictions	None present
Site Size	Would deliver approximately 300 dwellings.
Density Restrictions	None

Proximity to Facilities and Services

Facility	Distance (metres)	Comments
Main shopping area	2400	
Closest mini-supermarket	990	
Doctor	2350	
Dentist	2330	
Chemist	2450	
First School	2350	
Middle School	2710	
Bus Stop	870	
Open Space/Recreational Area	1300	
Footpath/Cycle route	320	

Availability: Unknown

Landowner/Developer Interest: None indicated

Ownership Type: Unknown

Comments:

A large area of land at a peripheral location to the built-up parts of the Parish. The site is part of the slope of the Lickey Hills and is visually important in the contribution it makes to the wider open landscape in this area. Use of this site for housing would unacceptably create a 'finger of development' northwards from Marlbrook and compromise the role of the Green Belt in safeguarding the countryside from encroachment. Development would also increase the risk of land to the west being incorporated into the urban area at some point in the future. The site is one of the most remote locations in the Parish and a considerable distance from the majority of local services and facilities.

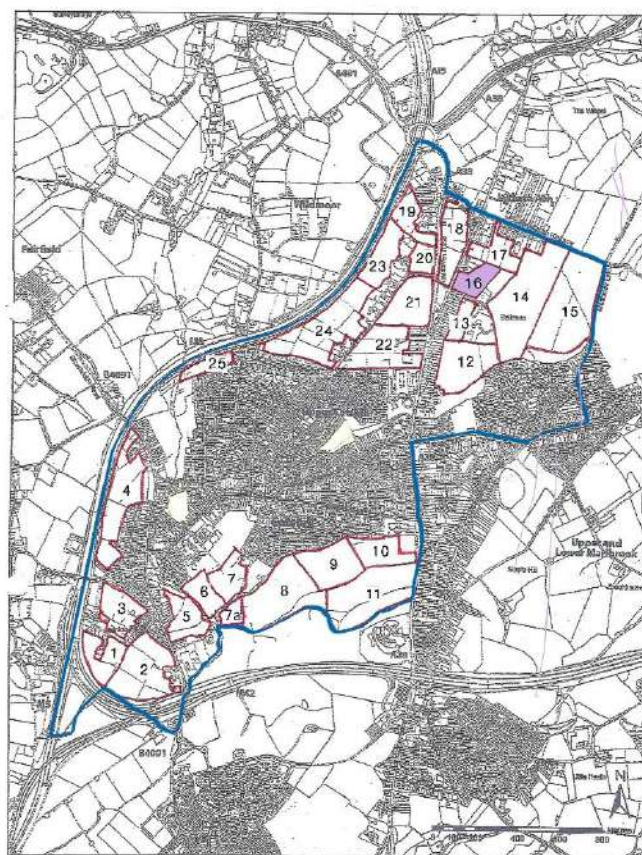
Summary

Assessment Factors	
GB Impact	Unacceptable isolated extension to urban area
Visual Impact	potentially harmful
Landscape Capacity	negative impact – low capacity to accept development
Flood Risk Issues	none
Heritage conflicts	none
Sustainability	distant from all facilities
Nature Conservation Conflicts	none
Traffic - access	none
Traffic - core settlement impact	Limited impact
Deliverability	no known difficulties
Site Size	Excessively large site but capable of supporting financial contributions
Infrastructure constraints	minor issues requiring resolution if site comes forward
Overall Suitability	Unacceptable Green Belt and landscape impact and relatively unsustainable location.

Key

Potentially Acceptable	
Potential Issues	
Unacceptable	

Site Ref 16 Location: Land east of Old Birmingham Road, Marlbrook



**Catshill Parish
Neighbourhood Plan**

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**Bromsgrove
District Council**
www.bromsgrove.gov.uk

Gross Area: 2.15 ha

Current Use: Set to rough grazing

Planning Status

Greenfield	Brownfield	Other (short description)
X		

SHLAA Ref: BDC7B

Physical Attributes

Topography: Site is essentially flat

Vegetation Cover: Pasture land

Attribute		Brief Description
Listed Building (or impact upon)		None present
Nature Interest		Potential habitats for birds and mammals in hedgerows on northern and eastern sides of site
TPO		None known
Flood Risk (and category)		Flooding of south-west corner of site known to occur. Groundwater Protection Zone 3
Rights of Way on site		Footpath traverses from west to north-east corner of site
Agricultural Land Quality		Good – Moderate Grade 3
Social or Community Value		None
Contamination		Not known.
Infrastructure Issues		Telephone/power line crosses site
Air Quality		Below the Annual Mean Objective level
Noise		Lden levels 65 – 70 dBA over 24 hour period

Suitability

Factor		Comments
Physical Access		Access feasible to Old Birmingham Road
Access Options		As above
Proximity to built-up area		Would infill ribbon developments on Old Birmingham Road and Alvechurch Highway
GB Impact		Development would extend Marlbrook to the north reinforcing current pattern of ribbon development. Limited threat to GB gap to Rubery/Birmingham to north. Modest intrusion into countryside
Defensive GB boundaries		Well contained by existing development, road and strong hedgerows to north and east.
Flood Risk Constraints		None known, Groundwater Protection Zone 3
Landscape Impact		Limited impact on landscape because site is well contained. Medium to high capacity to accept development.
Ecological Constraints		Not known but mitigation measures may be required.
Heritage Restrictions		None
Site Size		Small site with potential for up to 60 dwellings
Density Restrictions		None

Proximity to Facilities and Services

Facility	Distance (metres)	Comments
Main shopping area/Post Office	1720	
Closest mini-supermarket	1470	
Doctor	1650	
Dentist	1630	
Chemist	1804	
First School	1714	
Middle School	2080	
Bus Stop	210	

Open Space/Recreational Area		1130	
Footpath/Cycle route		70	

Availability: Unknown

Landowner/Developer Interest: Not known

Ownership Type: Unknown

Comments

An existing field between earlier housing development to the south and north. Its partial containment limits the degree to which the site would detract from the Green Belt although frontage development would reinforce the existing ribbon pattern of building in this area. Use of the entire site would help to consolidate adjacent pockets of housing including those on Alvechurch Highway and Lydiate Ash Road. Open land to the south would then become more vulnerable to speculative development. The area is also remote from services and facilities and it would require a car in order to gain access to these.

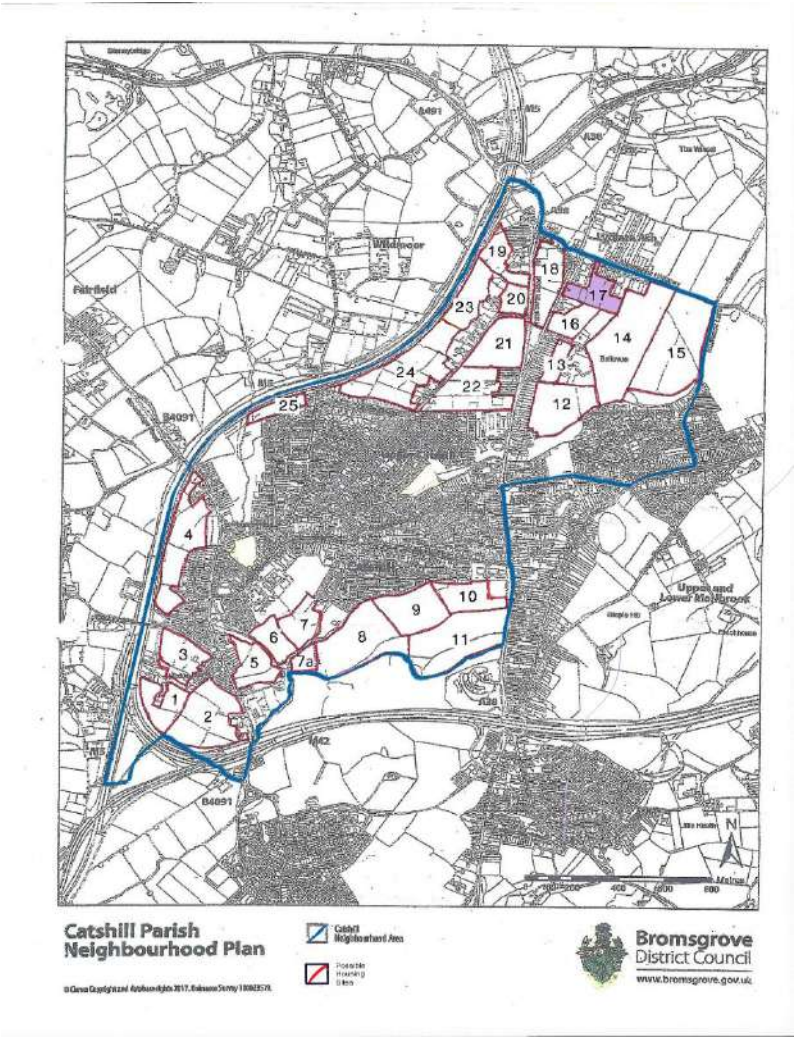
Summary

Assessment Factors	
GB Impact	limited
Visual Impact	limited
Landscape Capacity	medium to high
Flood Risk Issues	Possible localised issue
Heritage conflicts	none
Sustainability	Distant from majority of services and facilities
Nature Conservation Conflicts	may require mitigation measures
Traffic - access	access to Old Birmingham Road feasible
Traffic - core settlement impact	Unlikely to have significant impact on core areas of Catshill or Marlbrook
Deliverability	Unknown
Site Size	small
Infrastructure constraints	No known constraints
Overall Suitability	Reinforcing of ribbon development and unsustainable location of site compromises use for housing

Key

Potentially Acceptable	
Potential Issues	
Unacceptable	

Site Ref 17
Location: Land south of housing on Alvechurch Highway



Gross Area: 2.1 ha

Current Use: Part of site used as horse paddock. Remainder appears unused

Planning Status

Greenfield	Brownfield	Other (short description)
X		

SHLAA Ref: BDC193 covers part only of site

Physical Attributes

Topography: Slightly rising land from south to north

Vegetation Cover: Largely set out as grazing land

Attribute		Brief Description
Listed Building (or impact upon)		None present
Nature Interest		Some scope for wildlife habitats in hedgerows on periphery of site
TPO		None known
Flood Risk (and category)		No known issue with this site Groundwater Protection Zone 3
Rights of Way on site		Footpath crosses part of site
Agricultural Land Quality		Good – Moderate Grade 3
Social or Community Value		None
Contamination		Not known but unlikely
Infrastructure Issues		None known

Suitability

Factor		Comments
Physical Access		Access possible from Old Birmingham Road
Access Options		Alternative access may be possible from Alvechurch Highway
Proximity to built-up area		Immediately south of ribbon development on Alvechurch Highway
GB Impact		Development would consolidate existing housing on Alvechurch Highway and Old Birmingham Road and would increase risk of eventual infilling of open land to south. Limited threat to GB gap to Rubery/Birmingham to north. Modest intrusion into countryside
Defensive GB boundaries		Largely contained to north and west by existing development.
Flood Risk Constraints		No known issue with this site. Groundwater Protection Zone 3
Landscape Impact		Minimal impact on landscape because site is well contained. Medium to high capacity of site to accept some development.
Ecological Constraints		Not known
Heritage Restrictions		None
Site Size		Small site with potential for up to 60 dwellings
Density Restrictions		None

Proximity to Facilities and Services

Facility	Distance (metres)	Comments
Main shopping area/Post Office	2260	
Closest mini-supermarket	1950	
Doctor	1920	
Dentist	2160	
Chemist	2325	
First School	2200	
Middle School	2560	
Bus Stop	660	
Open Space/Recreational Area	1620	

Footpath/Cycle route		60	

Availability: Unknown

Landowner/Developer Interest: Unknown

Ownership Type: Unknown

Comments

A number of fields separated into horse paddocks form the majority of this land parcel which lies behind properties on the southern side of Alvechurch Highway. The site is well-contained by this housing, a garden centre to the north-west and a pocket of housing to the south-west. Access would be possible, potentially, to Alvechurch Highway or the Old Birmingham Road. The site's containment means its impact on the Green Belt would be limited. Use of the site would consolidate development in this area which is distant from services and facilities.

Summary

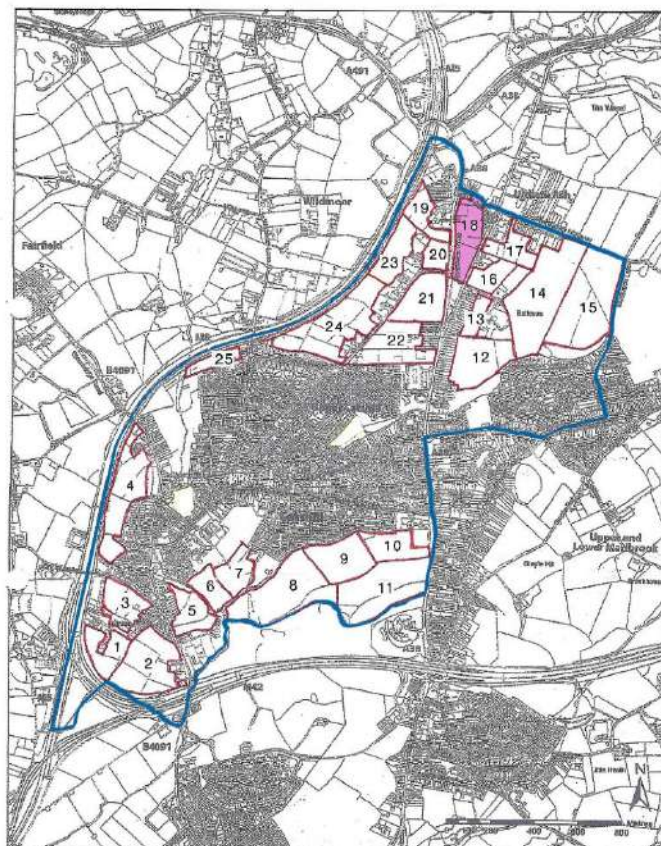
Assessment Factors	
GB Impact	limited
Visual Impact	limited
Landscape Capacity	medium to high
Flood Risk Issues	none known
Heritage conflicts	none
Sustainability	Distant from all facilities and services
Nature Conservation Conflicts	No known issues
Traffic - access	access to Old Birmingham Road
Traffic - core settlement impact	Unlikely to have significant impact on traffic movements through core areas than many other sites
Deliverability	Unknown
Site Size	Small
Infrastructure constraints	No known constraints
Overall Suitability	Development would consolidate outlying housing in this location which is distant from all services and facilities and increases need for access to a car

Key

Potentially Acceptable	
Potential Issues	
Unacceptable	

Development would consolidate outlying housing in this location which is distant from all services and facilities and reinforces the need for a car

Site Ref 18 Location: Land south of Lydiate Ash Road



**Catshill Parish
Neighbourhood Plan**

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Gross Area: 4.4 ha

Current Use: Part of site used for vehicular parking/storage. Remainder is unused

Planning Status

Greenfield	Brownfield	Other (short description)
X		

SHLAA Ref: None

Physical Attributes

Topography: Site is essentially flat

Vegetation Cover: Northern part used for horse grazing/paddocks; southern part has been cultivated

Attribute		Brief Description
Listed Building (or impact upon)		None present
Nature Interest		Restricted to hedgerow boundaries
TPO		None
Flood Risk (and category)		None known – Zone 3 Ground Water Protection
Rights of Way on site		None
Agricultural Land Quality		Grade 3 – Moderate to Good
Social or Community Value		None
Contamination		Not known but probably unlikely given past uses
Infrastructure Issues		None known
Air Quality		Below the Annual Mean Objective Level
Noise		Lden levels 60 -65 dBA over 24 hours

Suitability

Factor		Comments
Physical Access		Access to Old Birmingham Road feasible.
Access Options		Potentially possible to link to Halesowen Road via junction created opposite Woodrow Lane or else via Old Birmingham Road
Proximity to built-up area		Relatively isolated area but would consolidate limited number of properties in this location
GB Impact		Development would reinforce the limited development in this location but potentially could leave vulnerable gaps to south which could be targeted for future development. Seen as representing an intrusion into countryside because of consolidating character
Defensive GB boundaries		Contained on three sides by roads and reasonably strong hedgerow boundaries.
Flood Risk Constraints		None known
Landscape Impact		Some impact on landscape but site seen as having a medium to high capacity to accept some development.
Ecological Constraints		Not known
Heritage Restrictions		None
Site Size		Medium-sized site with potential for up to 100 dwellings
Density Restrictions		None

Proximity to Facilities and Services

Facility	Distance (metres)	Comments
Main shopping area/Post Office	1680	
Closest mini-supermarket	1470	
Doctor	1310	
Dentist	1880	
Chemist	1745	
First School	1970	
Middle School	2070	

Bus Stop		90	
Open Space/Recreational Area		1460	
Footpath/Cycle route		90	

Availability: Identified as available in BDC 'Call for Sites' exercise

Landowner/Developer Interest: Yes

Ownership Type: Potentially more than one owner

Comments

This land comprises a number of fields some of which are used as horse paddocks and the southernmost used for agriculture. The site lies between the A38 and the Old Birmingham Road with the most appropriate access from the latter. Development would consolidate the existing areas of housing and commercial uses to the east and west creating an expanded urban form at Lydiate Ash. This would be highly visible and have a strong urbanising influence while increasing pressure for using adjacent fields in due course. Given the distance from local services and facilities this is not a sustainable location. Longer-term options may exist for this and neighbouring land parcels providing the scale of development was sufficient to justify the provision of some local services. However, this should only be contemplated once other less vulnerable land is used first.

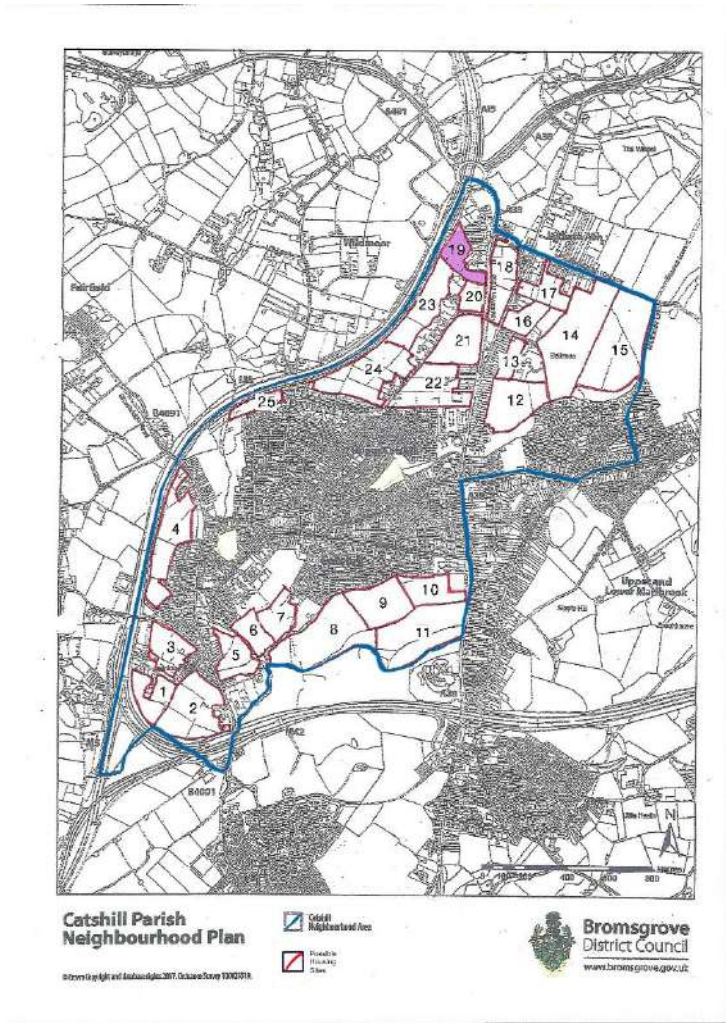
Summary

Assessment Factors	
GB Impact	Reinforces intrusion into countryside
Visual Impact	Urbanising impact of development
Landscape Capacity	medium to high
Flood Risk Issues	none known
Heritage conflicts	none
Sustainability	Distant from majority of services and facilities
Nature Conservation Conflicts	
Traffic - access	access feasible
Traffic - core settlement impact	less likely to increase traffic movements through core areas than majority of other sites
Deliverability	no known difficulties
Site Size	neither excessively large or small
Infrastructure constraints	No known constraints
Overall Suitability	Visual and consolidating impact of development would be unacceptable. Site distant from most facilities

Key

Potentially Acceptable	
Potential Issues	
Unacceptable	

Site Ref 19 Location: Land adjacent to M5 at Lydiate Ash



Gross Area: 2.52 ha

Current Use: Pasture land

Planning Status

Greenfield	Brownfield	Other (short description)
X		

SHLAA Ref: BDC32

Physical Attributes

Topography: Site is essentially flat

Vegetation Cover: Open fields left as rough pasture

Attribute		Brief Description
Listed Building (or impact upon)		None present
Nature Interest		Potential habitats for birds and mammals as area is largely undisturbed and has strong hedgerows to boundaries
TPO		None
Flood Risk (and category)		no known flood risk. Zone 3 Ground Water Protection
Rights of Way on site		Two footpaths cross eastern part of site and a further footpath follows southern edge of western part of site. Informal peripheral footpath tracks can also be found around periphery of all parts of site
Agricultural Land Quality		Grade 2 very good
Social or Community Value		None
Contamination		Not known
Infrastructure Issues		None known
Air Quality		Below the Annual Mean Objective level
Noise		Lden levels 60 – 65 dBA over 24 hour period

Suitability

Factor		Comments
Physical Access		Unclear but route could potentially be created through existing development west of A38.
Access Options		Physically possible to connect to A38 but unlikely to be unacceptable
Proximity to built-up area		Adjacent to existing small-scale development at Lydiate Ash but remote from Catshill
GB Impact		Development would consolidate small-scale form of Lydiate Ash potentially increasing longer-term risk to Green Belt gap to northern edge of Catshill. Modest intrusion into countryside
Defensive GB boundaries		Well contained by M5 motorway and development to east and, in part, to south.
Flood Risk Constraints		None indicated
Landscape Impact		Limited impact on landscape because site is well contained and resulting in medium to high capacity of site to accept some development.
Ecological Constraints		Not known but mitigation measures may be required.
Heritage Restrictions		None
Site Size		Small to medium-sized site with potential for up to 75 dwellings
Density Restrictions		None

Proximity to Facilities and Services

Facility	Distance (metres)	Comments
Main shopping area/Post Office	1720	
Closest mini-supermarket	1480	
Doctor	1250	
Dentist	1700	
Chemist	1780	
First School	1930	
Middle School	2120	

Bus Stop		240	
Open Space/Recreational Area		1360	
Footpath/Cycle route		220	

Availability: Site available

Landowner/Developer Interest: Yes

Ownership Type: Two owners have been indicated

Comments

This land comprises two fields left as rough grazing. The site lies immediately west of residential and commercial buildings at Lydiate Ash where further development would consolidate this outlying part of the Parish. Although close to the A38 and M5 the site is remote from services and facilities. Development would be relatively well-contained so that its impact on the landscape and the Green Belt would be limited. Nevertheless, it would have a significant urbanising effect and increase development pressures on adjacent areas of open land. This and its poor sustainability credentials means it should not be contemplated before other more suitable sites are used.

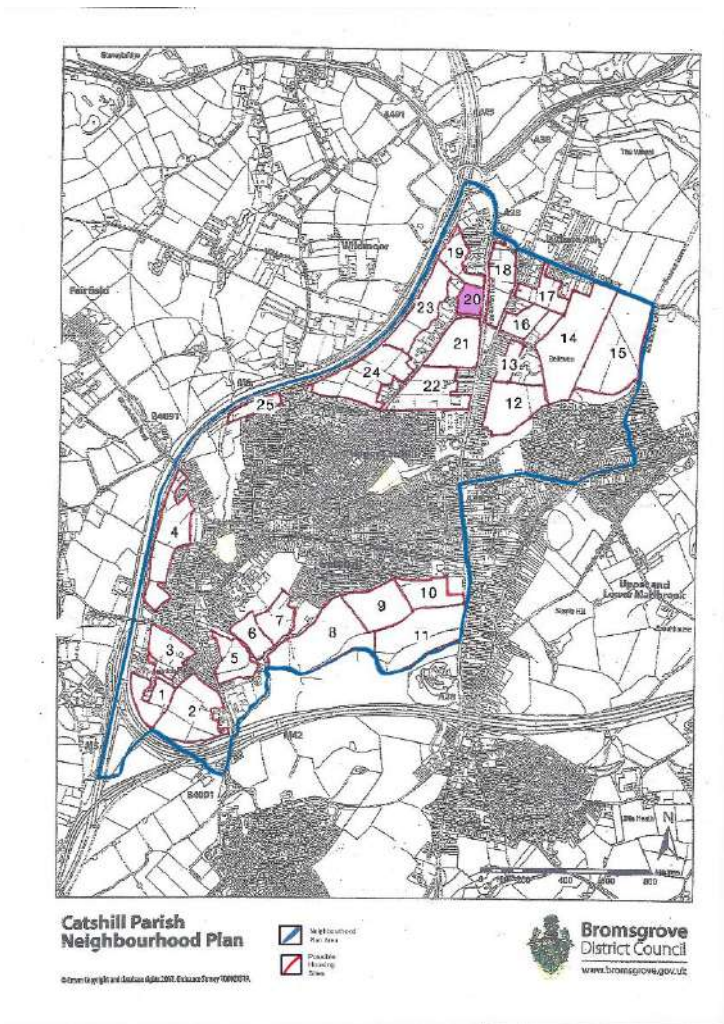
Summary

Assessment Factors	
GB Impact	limited
Visual Impact	limited
Landscape Capacity	medium to high
Flood Risk Issues	none known
Heritage conflicts	none
Sustainability	distant from most services and facilities
Nature Conservation Conflicts	may require mitigation measures
Traffic - access	may pose difficulties
Traffic - core settlement impact	less likely to increase traffic movements through core areas than majority of other sites
Deliverability	no known ownership difficulties
Site Size	Medium size site
Infrastructure constraints	No known constraints
Overall Suitability	Development would reinforce existing extent of Lydiat Ash but site is not in a sustainable location and, in isolation, would increase vulnerability of adjacent land

Key

Potentially Acceptable	
Potential Issues	
Unacceptable	

Site Ref 20 Location: Land on north side of Woodrow Lane



Gross Area: 1.6 ha

Current Use: In agricultural use – cereal and pasture

Planning Status

Greenfield	Brownfield	Other (short description)
X		

SHLAA Ref: BDC277

Physical Attributes

Topography: Flat

Vegetation Cover: Has been regularly used for sheep grazing and occasional cereal crops

Attribute		Brief Description
Listed Building (or impact upon)		None present
Nature Interest		Potential habitats for birds and mammals in hedgerows.
TPO		None
Flood Risk (and category)		No known risk. Zone 3 Ground Water Protection
Rights of Way on site		Public footpath along western edge of site
Agricultural Land Quality		Grade 2 – very good
Social or Community Value		None
Contamination		Unlikely given agricultural usage
Infrastructure Issues		None known
Air Quality		Below the Annual Mean Objective level
Noise		Lden levels 60 – 65 dBA over 24 hour period

Suitability

Factor		Comments
Physical Access		Readily accessible
Access Options		Access to Woodrow Lane. Physically possible to connect to A38 but unacceptable because of impact on traffic flows
Proximity to built-up area		Close to built-up area on northern edge of Catshill but separated by open countryside
GB Impact		Development in isolation would be unacceptable because of future threat which would be created to open land between site and northern edge of Catshill.
Defensive GB boundaries		Well contained on two sides by road network. Boundary hedgerow to north also helps to contain site
Flood Risk Constraints		None indicated
Landscape Impact		Medium impact on landscape because site would introduce discordant feature readily visible. Medium capacity of site to accept some development.
Ecological Constraints		Not known but mitigation measures may be required.
Heritage Restrictions		None
Site Size		Small site with potential for approximately 40 dwellings
Density Restrictions		None

Proximity to Facilities and Services

Facility	Distance (metres)	Comments
Main shopping area/Post Office	1350	
Closest mini-supermarket	1530	
Doctor	980	
Dentist	1430	
Chemist	1415	
First School	1530	
Middle School	1750	
Bus Stop	120	

Open Space/Recreational Area		1130	
Footpath/Cycle route		65	

Availability: Site known to be available

Landowner/Developer Interest: Yes

Ownership Type: In single ownership

Comments

This land comprises a single field used both for grazing and growing cereal crops. The site is adjacent to the A38 but access would be possible to Woodrow Lane. It is highly visible from the adjacent road network and development would interrupt long distant views towards the Malvern Hills and further urbanise the existing grouping of residential and commercial properties at Lydiate Ash. Development would detract from the openness of the Green Belt at a location which is some distance from local services and facilities. Further building would also increase pressure on adjacent areas if these were not developed beforehand, undermining the purposes of its Green Belt designation.

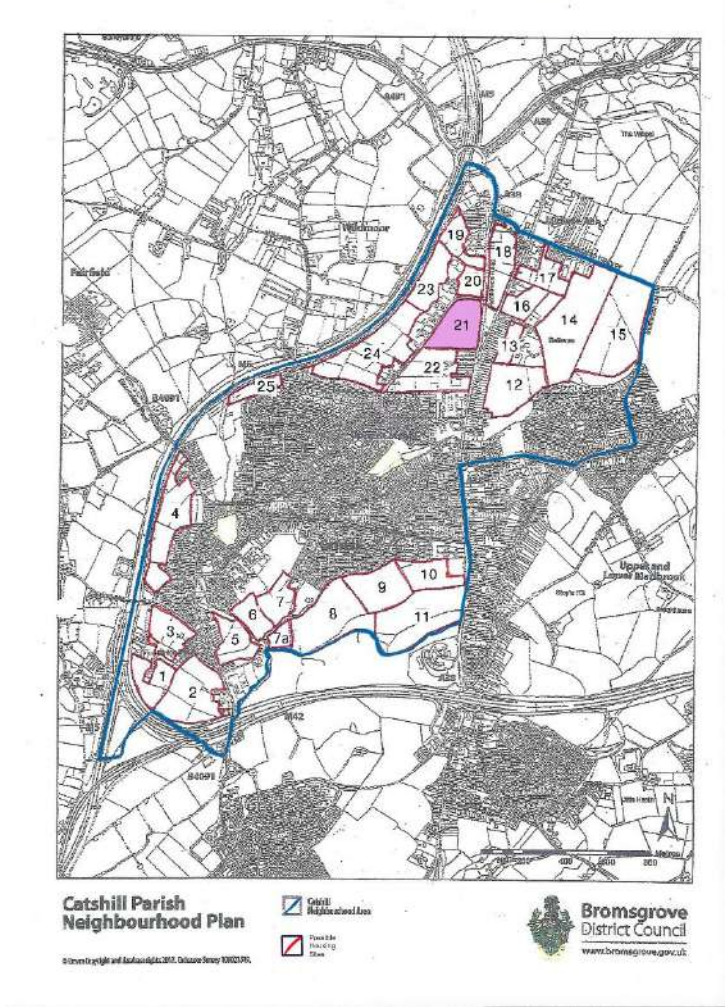
Summary

Assessment Factors	
GB Impact	Unacceptable if developed in isolation
Visual Impact	Urbanising impact on landscape
Landscape Capacity	medium
Flood Risk Issues	none known
Heritage conflicts	none
Sustainability	Distant from most facilities and services
Nature Conservation Conflicts	may require mitigation measures
Traffic - access	access to Woodrow Lane feasible
Traffic - core settlement impact	less likely to increase traffic movements through core areas than majority of other sites
Deliverability	no known difficulties
Site Size	small
Infrastructure constraints	No known constraints
Overall Suitability	Development unacceptable because of Green Belt and visual impact.

Key

Potentially Acceptable	
Potential Issues	
Unacceptable	

Site Ref 21 Location: Land north and east of Woodrow Lane



Gross Area: 4.25 ha

Current Use: Site in agricultural use

Planning Status

Greenfield	Brownfield	Other (short description)
X		

SHLAA Ref: BDC128

Physical Attributes

Topography: Land rises from south-west to north-east

Vegetation Cover: Cultivated field although it has been occasionally used for grazing sheep

Attribute		Brief Description
Listed Building (or impact upon)		None present
Nature Interest		Possibility of some limited potential habitats for birds and mammals in hedgerow boundaries.
TPO		None known
Flood Risk (and category)		No known issue – Zone 3 Groundwater Protection Zone
Rights of Way on site		None
Agricultural Land Quality		Grade 2 – very good
Social or Community Value		None
Contamination		Not known but unlikely given long-term use of site for agriculture.
Infrastructure Issues		None known

Suitability

Factor		Comments
Physical Access		Readily accessible
Access Options		Access to Woodrow Lane. Physically possible to connect to A38 but undesirable
Proximity to built-up area		In isolation development would continue ribbon development along A38.
GB Impact		Development would extend Catshill to the north and represent a limited threat to GB gap to Rubery/Birmingham to north. Modest intrusion into countryside but illogical to develop in isolation from site to south (22)
Defensive GB boundaries		Contained by existing hedgerows and adjacent to ribbon development on A38. Development as an isolated site would create vulnerable boundary with open fields to the south.
Flood Risk Constraints		None indicated – Flood Risk Zone 1
Landscape Impact		Site falls away from A38 but is visible in the landscape and would result in obvious urbanising of northern approach to Catshill. Impact on landscape results in site having a medium capacity to accept development.
Ecological Constraints		Not known but unlikely to be significant.
Heritage Restrictions		None
Site Size		Medium-sized site with potential for up to 130 dwellings
Density Restrictions		None

Proximity to Facilities and Services

Facility	Distance (metres)	Comments
Main shopping area/Post Office	1150	
Closest mini-supermarket	940	
Doctor	780	
Dentist	1245	
Chemist	1215	
First School	1360	
Middle School	1550	

Bus Stop		150	
Open Space/Recreational Area		880	
Footpath/Cycle route		120	

Availability: Identified as available in BDC 'Call for Sites' exercise

Landowner/Developer Interest: No

Ownership Type: Unknown

Comments

Together with other open land on the northern edge of Catshill this site has a role in preventing coalescence with Rubery to the north-east and, more locally, outlying properties and businesses at Lydiate Ash. This part of the Green Belt is, however, more able to accommodate development because its impact would be less severe than similar schemes in the south of the Parish. Nevertheless, this area contributes to the open landscape of this part of the settlement including longer-distance views to the south-west. This openness should be maintained. The use of the site for housing, in isolation from adjacent land to the south-west, is unacceptable at present because it would make the latter vulnerable to development in the future.

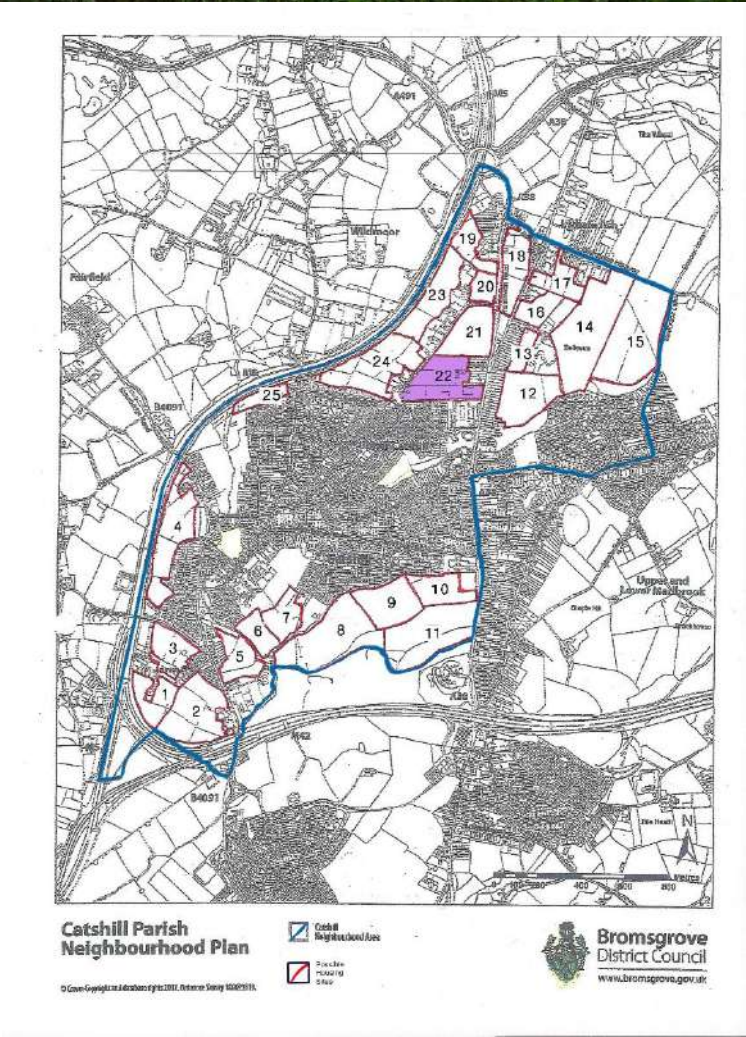
Summary

Assessment Factors	
GB Impact	Unacceptable if developed in isolation to site to south-west
Visual Impact	impact especially from northern approaches to Catshill
Landscape Capacity	medium
Flood Risk Issues	none known
Heritage conflicts	none
Sustainability	Relatively distant from majority of local facilities
Nature Conservation Conflicts	No known significant issues
Traffic - access	access to Woodrow Lane feasible
Traffic - core settlement impact	less likely to increase traffic movements through core areas than majority of other sites
Deliverability	no known difficulties
Site Size	Medium sized site
Infrastructure constraints	No known constraints
Overall Suitability	Longer-term potential for development providing land to south is developed first but mitigation necessary to limit landscape impact

Key

Potentially Acceptable	
Potential Issues	
Unacceptable	

Site Ref 22 Location: Land to east of Woodrow Lane



Gross Area: 5.5 ha

Current Use: Part of site used for vehicular parking/storage. Remainder is unused

Planning Status

Greenfield	Brownfield	Other (short description)
X		

SHLAA Ref: BDC244

Physical Attributes

Topography: Land rises from south-west to north-east

Vegetation Cover: Partly rough pasture, partly maintained as open land and partly used for vehicular parking/storage

Attribute		Brief Description
Listed Building (or impact upon)		None present
Nature Interest		Potential habitats for birds and mammals across site. Mitigation measures likely to be required. Continuous and mature hedgerows present and potential for semi-natural grassland habitat
TPO		No known flood risk – Zone 1
Flood Risk (and category)		Land to north subject to low flooding risk – no known issue with this site
Rights of Way on site		None
Agricultural Land Quality		Grade 2 – very good
Social or Community Value		None
Contamination		Not known. Part of site may be affected where vehicles are stored
Infrastructure Issues		None known – potential for medium pressure gas pipeline

Suitability

Factor		Comments
Physical Access		Readily accessible
Access Options		Access to Woodrow Lane. Physically possible to connect to A38 but undesirable
Proximity to built-up area		Immediately adjacent to built-up area on northern edge of Catshill
GB Impact		Development would extend Catshill to the north but would be contained by existing development on eastern side. Limited threat to GB gap to Rubery/Birmingham to north. Modest intrusion into countryside
Defensive GB boundaries		Well contained on three sides by existing development and road. Boundary hedgerow to north and topography helps contain site
Flood Risk Constraints		None indicated – Flood Risk Zone 1
Landscape Impact		Minimal impact on landscape because site is well contained. Medium to high capacity of site to accept some development. Potential for Green Infrastructure provision
Ecological Constraints		Not known but mitigation measures likely to required. Ecological study may be required
Heritage Restrictions		None
Site Size		Medium-sized site with potential for up to 150 dwellings
Density Restrictions		None

Proximity to Facilities and Services

Facility	Distance (metres)	Comments
Main shopping area/Post Office	850	
Closest mini-supermarket	880	
Doctor	520	
Dentist	940	
Chemist	910	
First School	1070	
Middle School	1300	

Bus Stop		600	
Open Space/Recreational Area		650	
Footpath/Cycle route		90	

Availability: Parts of site available

Landowner/Developer Interest: Yes

Ownership Type: A number of owners known to exist

Comments

This area covers a number of individually small fields immediately north of an area of housing built towards the end of the last century. The land lies within the Green Belt but it is well-contained by the topography, field boundaries and housing fronting the A38. It is closer to many of the local services and facilities than a number of other sites. Access is possible to Woodrow Lane. Development at this location would involve a modest extension to the existing urban edge of Catshill and one which would be less intrusive and damaging to Green Belt interests and the wider landscape than other options. In addition, improvements to the junction between the A38 and Woodrow Lane would make it easier and safer for vehicles to access both south and northbound routes along the A38 helping to reduce vehicular movements through core areas of the settlement.

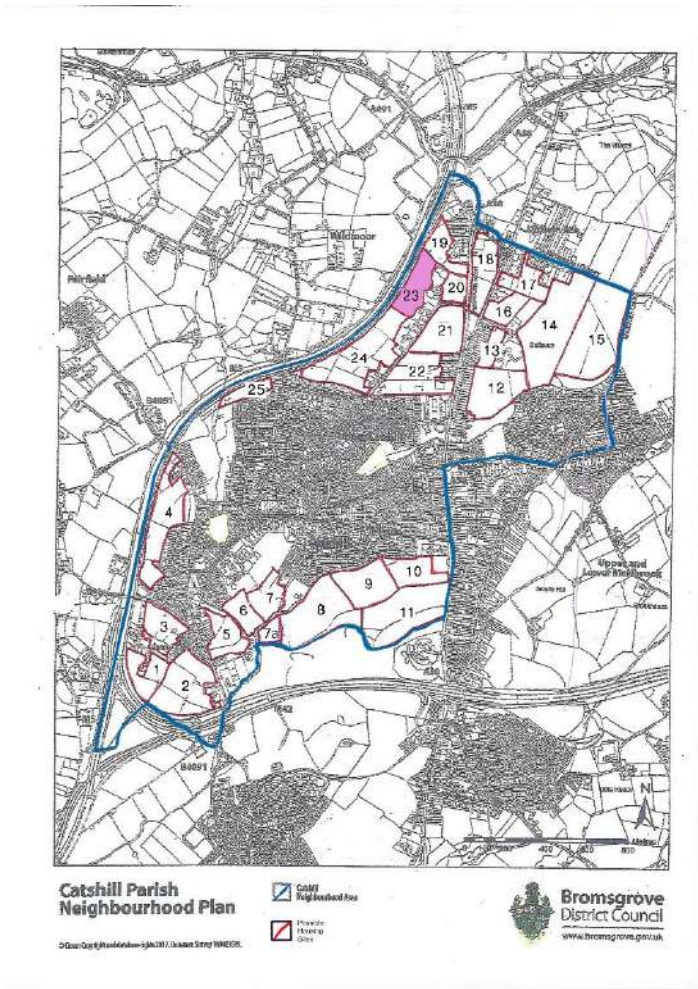
Summary

Assessment Factors	
GB Impact	limited
Visual Impact	limited
Landscape Capacity	medium to high
Flood Risk Issues	none known
Heritage conflicts	none
Sustainability	reasonably close to most facilities and services
Nature Conservation Conflicts	may require mitigation measures
Traffic - access	access to Woodrow Lane feasible
Traffic - core settlement impact	less likely to increase traffic movements through core areas than majority of other sites
Deliverability	no known difficulties
Site Size	neither excessively large or small
Infrastructure constraints	No known constraints
Overall Suitability	Potential for development subject to satisfactory resolution of identified issues

Key

Potentially Acceptable	
Potential Issues	
Unacceptable	

Site Ref 23 Location: Land west of Woodrow Lane (northern section)



Gross Area: 3.45 ha

Current Use: Agriculture

Planning Status

Greenfield	Brownfield	Other (short description)
X		

SHLAA Ref: BDC277

Physical Attributes

Topography: Land generally flat but with undulations from southwest to northeast

Vegetation Cover: Generally used for agricultural use

Attribute		Brief Description
Listed Building (or impact upon)		None present
Nature Interest		Wooded edge to M5 may provide some habitat refuge
TPO		None known
Flood Risk (and category)		Not known – potential for overland flow along Lydiate Brook course. Zone 3 Groundwater Protection Zone
Rights of Way on site		PRoW crossing from Woodrow Lane to motorway boundary and along motorway boundary to footbridge on western side of M5
Agricultural Land Quality		Very good - Grade 2
Social or Community Value		None
Contamination		Not known but unlikely
Infrastructure Issues		None known
Air Quality		Below the Annual Mean Objective Level
Noise		Lden levels – 60 – 70 dBA over 24 hour period

Suitability

Factor		Comments
Physical Access		Access possible from Woodrow Lane
Access Options		Woodrow Lane provides most suitable option for access
Proximity to built-up area		dispersed frontage development along Woodrow Lane but otherwise isolated area of land
GB Impact		Development would extend the built-up area to the north intruding into the countryside. There would be a noticeable expansion of the settlement but development would have a negligible impact on the gap to Rubery/Birmingham to the north.
Defensive GB boundaries		Boundaries reliant of hedgerows and isolated site would increase threat of development on land to south
Flood Risk Constraints		Some overland flows associated with Lydiate Brook course. Zone 3 Groundwater Protection Zone
Landscape Impact		Would have an impact on the landscape but site is masked to some extent by frontage properties. Medium to high capacity to accept development.
Ecological Constraints		Mitigation measures may be required to safeguard peripheral wildlife habitats and existing hedgerows.
Heritage Restrictions		None
Site Size		Medium-sized site with potential for up to 100 dwellings
Density Restrictions		None

Proximity to Facilities and Services

Facility	Distance (metres)	Comments
Main shopping area/Post Office	1370	
Closest mini-supermarket	1160	
Doctor	1015	
Dentist	1460	
Chemist	1450	
First School	1550	
Middle School	1800	

Bus Stop		430	
Open Space/Recreational Area		1060	
Footpath/Cycle route		160	

Availability: Indications that land is available

Landowner/Developer Interest: Landowner appear interested in development

Ownership Type: Potentially one landowner

Comments

With other open land on the northern edge of Catshill this site has a role in preventing coalescence with Rubery to the north-east and, more locally, outlying properties and businesses at Lydiate Ash. This is an area of Green Belt that is better placed to accommodate development because its impact would be less severe than similar schemes in the south of the Parish. Nevertheless, this land contributes to the open landscape in the immediate area and development would have a significant urbanising impact resulting in coalescence with Lydiate Ash. Promoting housing on this land should only be contemplated at a later date once less intrusive sites have been built-out. Its use in isolation from adjacent land to the south-west and south, should be avoided because it would make the neighbouring land parcels vulnerable to early development.

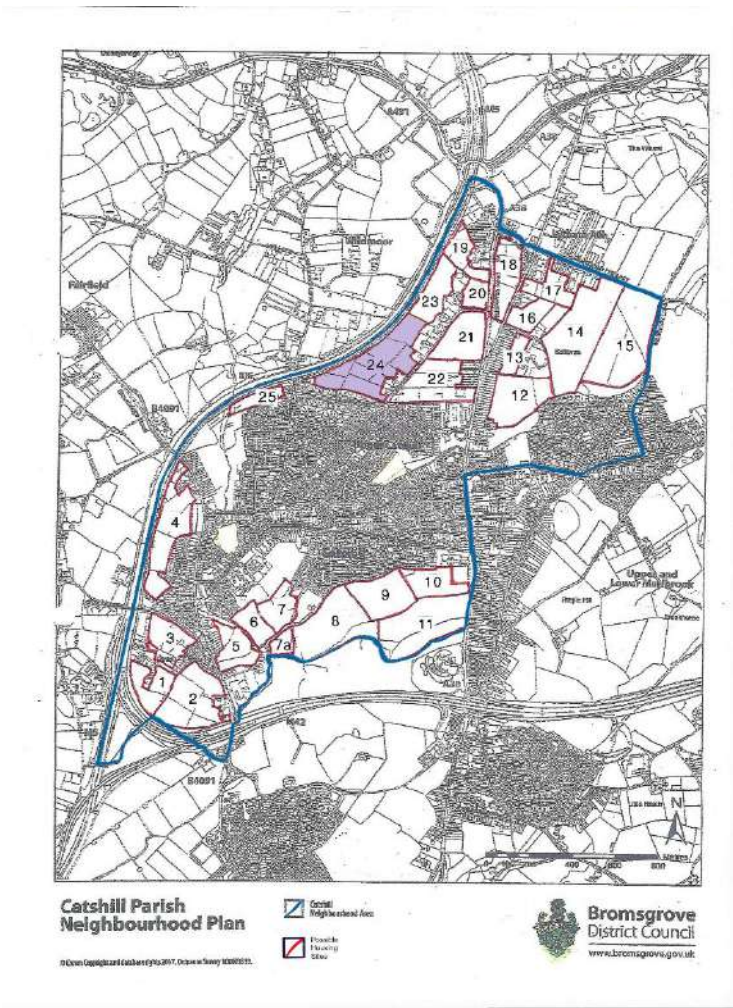
Summary

Assessment Factors	
GB Impact	Modest impact on GB purposes
Visual Impact	Modest negative impact on landscape
Landscape Capacity	Medium to high
Flood Risk Issues	Unknown but unlikely to be significant
Heritage conflicts	none
Sustainability	Distant from a number of facilities
Nature Conservation Conflicts	May require mitigation measures
Traffic - access	Unlikely to present access difficulties
Traffic - core settlement impact	Less likely to have serious impact on core settlement
Deliverability	Likely
Site Size	Medium
Infrastructure constraints	No known constraints
Overall Suitability	Should be considered only in conjunction with neighbouring site to southwest otherwise is an isolated site

Key

Potentially Acceptable	
Potential Issues	
Unacceptable	

Site Ref 24 Location: Land west of Woodrow Lane (Southern section)



Gross Area: 9.1 ha

Current Use: Generally in agricultural use

Planning Status

Greenfield	Brownfield	Other (short description)
X		

SHLAA Ref: Not included in SHLAA

Physical Attributes

Topography: Land is essentially flat with undulations from southwest to northeast

Vegetation Cover: Part maintained as open land, for grazing and arable crop production

Attribute		Brief Description
Listed Building (or impact upon)		None present
Nature Interest		Wooded edge to M5 may provide some habitat refuge
TPO		None known
Flood Risk (and category)		Overland flow along course of Lydiate Brook running north-south towards Cobnall Road. Some historic flooding at Cobnall Road with low to medium risk of flooding
Rights of Way on site		Public footpath crosses from Woodrow Lane to motorway in northern part of site
Agricultural Land Quality		Grade 2 – very good
Social or Community Value		None
Contamination		Not known
Infrastructure Issues		Potential medium pressure gas main

Suitability

Factor		Comments
Physical Access		Access from various points along Woodrow Lane
Access Options		Woodrow Lane provides most suitable option for access
Proximity to built-up area		Housing immediately to the south (Cobnall Road) with some dispersed frontage properties along Woodrow Lane
GB Impact		Development would extend the built-up area to the north intruding into the countryside. This would be a noticeable expansion of the settlement but would have a limited impact in reducing the gap between Catshill and Rubery/Birmingham to the north.
Defensive GB boundaries		Strong boundaries to three sides. Northern boundary would need to be reinforced through landscaping.
Flood Risk Constraints		Some issues of flood risk along Lydiate Brook course so mitigation measures would be required in any scheme for the site.
Landscape Impact		Would have a noticeable impact on the landscape particularly when viewed from locations in the vicinity. Masked to some extent from the north (A38) by existing vegetation and scattered properties. Medium to high capacity to accept development.
Ecological Constraints		Mitigation measures may be required to safeguard peripheral wildlife habitats and existing hedgerows.
Heritage Restrictions		None
Site Size		Very large with potential for up to 250 dwellings
Density Restrictions		None

Proximity to Facilities and Services

Facility	Distance (metres)	Comments
Main shopping area/Post Office	950	
Closest mini-supermarket	975	
Doctor	600	
Dentist	1040	
Chemist	1000	
First School	1150	

Middle School		1350	
Bus Stop		610	
Open Space/Recreational Area		650	
Footpath/Cycle route		90	

Availability: Indications that some, if not all, of land is available

Landowner/Developer Interest: A number of landowners appear interested in development

Ownership Type: Approximately 7 owners/families have interests in various land parcels

Comments

Along with other open land on the northern edge of Catshill this site has a role in preventing coalescence with Rubery to the north-east and, more locally, outlying properties and businesses at Lydiate Ash. This is an area of Green Belt that is better placed to accommodate development than a number of other sites because its impact would be less severe especially in comparison to schemes in the south of the Parish. Nevertheless, development at this location would have an urbanising impact even though existing properties and vegetation helps screen parts of the site. Promoting housing on some or all of this land should only be contemplated once land on the opposite side of Woodrow Lane has been utilised or allocated. The use of this and the adjacent site (east of Woodrow Lane – site 22) reduces the extent to which traffic generated from these sites would need to pass through core areas of the settlement, particularly if an improved junction with the A38 made it easier for vehicles to turn south as well as north. Mitigation measures would be required to reduce noise and pollution from the M5.

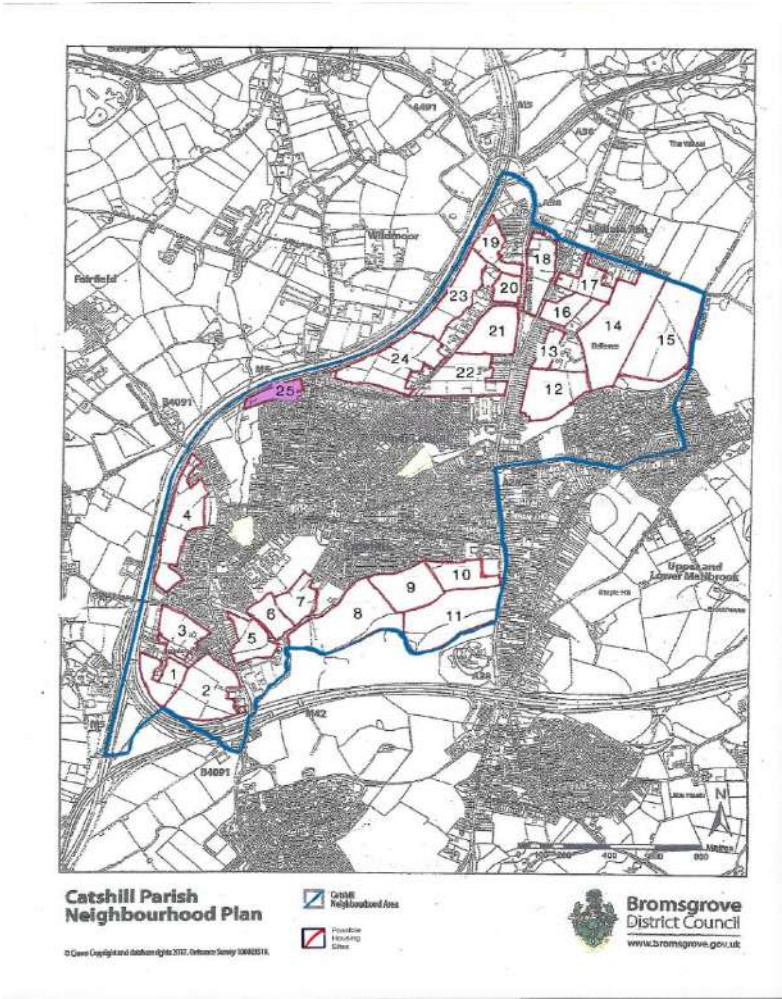
Summary

Assessment Factors	
GB Impact	Modest impact on GB purposes
Visual Impact	Modest negative impact on landscape
Landscape Capacity	Medium to high
Flood Risk Issues	Potential need for appropriate mitigation strategy
Heritage conflicts	none
Sustainability	Distant from a number of facilities
Nature Conservation Conflicts	May require mitigation measures
Traffic - access	Unlikely to present access difficulties
Traffic - core settlement impact	Less likely to impact on core settlements than many other sites
Deliverability	Not known
Site Size	Large
Infrastructure constraints	No known constraints
Overall Suitability	Would deliver considerable number of dwellings for modest impact on GB, landscape and vehicular activity

Key

Potentially Acceptable	
Potential Issues	
Unacceptable	

Site Ref 25
 Location: Land adjacent to M5 off Wildmoor Lane



Gross Area: 1ha

Current Use: Unused area adjacent to motorway

Planning Status

Greenfield	Brownfield	Other (short description)
X		

SHLAA Ref: None

Physical Attributes

Topography: Flat

Vegetation Cover: Unknown

Attribute		Brief Description
Listed Building (or impact upon)		None present
Nature Interest		Possible habitats for birds and mammals and important corridor link to open land associated with new development off Church Road.
TPO		None known
Flood Risk (and category)		Adjacent land has been subject to flooding in past. Not known how this site was (is) affected.
Rights of Way on site		None
Agricultural Land Quality		Unknown
Social or Community Value		None
Contamination		Not known.
Infrastructure Issues		None known

Suitability

Factor		Comments
Physical Access		Accessible from Wildmoor Lane
Access Options		Access to Wildmoor Lane pPhysically possible but proximity of motorway bridge may adversely affect sight lines
Proximity to built-up area		Immediately between built-up area on northern edge of Catshill and motorway
GB Impact		Development would have little or no impact on Green Belt interests as site is physically contained by the motorway and urban development
Defensive GB boundaries		See above. Well contained site.
Flood Risk Constraints		Unknown
Landscape Impact		Minimal impact on landscape because site is well contained. Medium to high capacity of site to accept some development.
Ecological Constraints		Not known but consideration should be given to wildlife corridor through site should development be contemplated.
Heritage Restrictions		None
Site Size		Medium-sized site with potential for up to 150 dwellings
Density Restrictions		None

Proximity to Facilities and Services

Facility	Distance (metres)	Comments
Main shopping area/Post Office	930	
Closest mini-supermarket	930	
Doctor	700	
Dentist	1050	
Chemist	850	
First School	1080	
Middle School	1070	
Bus Stop	450	

Open Space/Recreational Area		1070	
Footpath/Cycle route		60	

Availability: Identified as available in BDC 'Call for Sites' exercise

Landowner/Developer Interest: Unknown

Ownership Type: Unknown

Comments

A small land parcel effectively surrounded by existing housing on three sides and the M5 motorway embankment to the north. Consequently, development at this location would have minimal impact on both the landscape and purposes of Green Belt designation. Providing safe access can be achieved onto Wildmoor Lane this site provides an opportunity for a small infill development. It is within reasonable distance of the local shopping centre and local schools and also provides an opportunity to create a footpath linkage through the site as part of an improved green infrastructure network.

Summary

Assessment Factors	
GB Impact	Very limited
Visual Impact	Very limited
Landscape Capacity	medium to high
Flood Risk Issues	none known
Heritage conflicts	none
Sustainability	reasonably close to some facilities and services
Nature Conservation Conflicts	Potential value as wildlife corridor
Traffic - access	access to Woodrow Lane may be unacceptable
Traffic - core settlement impact	Likely to reinforce traffic movements through Catshill
Deliverability	unknown
Site Size	small
Infrastructure constraints	No known constraints
Overall Suitability	May have some potential but a small site with possible access problems.

Key

Potentially Acceptable	
Potential Issues	
Unacceptable	